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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this Directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

ATCHISON, KANS.

Blair Elevator Co., receivers & shippers.*

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Eppes, Wm. E., grain, hay, flour, produce.

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Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
Fahey & Co., John T., gr'n receivers & expts.*
Hammond, Snyder & Co., Inc., receivers, expts.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Robinson & Jackson, gr. com. merchants.*
Steen & Bro., E., grain receivers and exporters.*
Wack & Co., Henry E., grain, hay, feeds.*

BEAUMONT, TEX.

Archer Brkg. Co., W. R., grain broker.

BLOOMINGTON, ILL.

Slick, L. E., grain.
Worth-Gyles Grain Co., cash and future grain.*

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Jaquith, Parker, Smith & Co., wheat barley milo.*

BUFFALO, N. Y.

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Burns, Berend J., grain and feed merchant.
Burns Grain Co., grain commission.*
Churchill Gr. & Seed Co., rcvrs., shippers.*
Doorty-Ellsworth Co., Inc., brokerage commission.*
Electric Grain Elevtr. Co., consignments.*
Gee-Lewis Grain Co., grain consignments.*
Harold, A. W., grain, barley a specialty.
Irwin, Dudley M., barley.*
McConnell Grain Corp., commission merchants.*
Kennedy & Co., Chas., wheat a specialty.*
Pratt & Co., receivers, shippers of grain.*
Taylor & Bournique Co., grain merchants.*
Urmston Grain Co., grain commission.*
Whitney & Gibson, consignments.*

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Board of Trade Members.

Halliday Elevtr. Co., grain dealers.*
Magee-Lynch Grain Co., grain.*
Thistlewood & Co., grain and hay.

CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.*
Gifford-Matthews Co., grain and grain pdts.*
King Wilder Grain Co., grain shippers.*

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Bailey & Co., E. W., grain commiss'n merchants.*
Bartlett-Frazier Co., grain merchants.*
Bennett & Co., Jas. E., commission merchants.*
Brennan & Co., John E., grain commission mchts.*
Bridge & Leonard, commission merchants.*
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., commission merchants.*
Hales & Edwards Co., grain merchants.*
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Holt & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
Lewis & Co., F. S., grain and provisions.*
Logan & Bryan, options, cash grain.*
Lowitz & Co., E., grain commission.*
McKenna & Rodgers, commission merchants.*
Mayer Holbrook & Co., grain commission.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Northern Grain & Warehouse Co., grain receivers.
Paynter, H. M., grain and field seeds.*
Perrine & Co., W. H., grain and commission.*
Pope & Eckhardt Co., grain and seeds.*
Press & Co., W. G., grain, provisions, stocks, etc.
Quaker Oats Co., buyers of grain.

CHICAGO (Continued).

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Rosenbaum Bros., receivers, shippers.*
Rosenbaum Grain Co., J., grain merchants.*
Rothchild Co., D., receivers and shippers.*
Rothschild Co., Moses, receivers and shippers.*
Rumsey & Company, grain commission.*
Sawers Grain Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer & Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Uplike Grain Co., consignments.*
Ware & Leland, grain and seeds.*
Zweig & Co., Harry A., cash grain only.

CINCINNATI, O.

Grain & Hay Exchange Members.

Blumenthal, Max, grain, feed, hay and straw.*
Brouse-Skidmore Co., grain, hay, feed.*
Early & Daniel Co., grain, hay, feed.*
Perin Bros., want corn.*
Mutual Commission Co., hay, grain and feed.*

CLEVELAND, O.

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Cleveland Grain Co., The, receivers and shippers.*
Gates Elevtr. Co., The, rcvrs. & shprs.*
Lake Shore Elevtr. Co., grain and feed.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Star Elevtr. Co., receivers, grain, hay, straw.*
Strauss & Co., H. M., rcvrs., shprs. hay & grain.*
Union Elevator Co., The, grain and hay.*

DALLAS, TEX.

E. A. Johnson Co., grain & flour brokers.

DAVENPORT, IOWA.

Davenport Elevtr. Co., receivers and shippers.*

DECATUR, ILL.

Baldwin & Co., H. L., grain brokers.*

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Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain & hay.
Best & Co., J. D., buy and sell all grains.*
Crescent Flour Mills, The, wheat, corn, oats.*
Gallagher Grain Co., grain merchants.*
Denver Elevator. We buy & sell grain & beans.*
Hungarian Flour Mills, wheat, corn, oats, etc.
Kellogg Gr. Co., O. M., rcvrs. & shprs.*
O'Donnell Grain Co., wholesale grain.*
Phelps Grain Co., T. D., wholesale grain.*
Scott-George Grain Co., receivers and shippers.*
Summit Grn. & Coal Co., wh't, corn, oats, rye, bly.*
Thompson Merc. Co., The W. F., wholesale hay.

DES MOINES, IOWA.

Anderson Co., D. L., grain merchants.*
Bartz & Co., W. H., grain merchants.*
Iowa Grain Co., receivers & shippers.*
Lockwood, Lee, grain, millfeed broker.
Marshall-Hall Grain Co., grain commission.*
Mid-West Consumers Grain Co., grain merchants.*
Tower, C. A., grain broker.

DETROIT, MICH.

Board of Trade Members.

Carson & Co., H. C., corn, oats, rye.*
Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., gr., hay congmts. a specialty.*
Lichtenberg & Son, oats, corn, hay, straw.*
Simmons & Co., F. J., grain & hay.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.

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Barkemeyer Grain & Seed Co., grain dealers.*

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Moon-Taylor Co., grain and hay brokers.*

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HASTINGS, NEBR.

Elder, Fred W., wlsae, grain, hay and mill pdts.*
Koehler-Twisdale Elevator Co., grain dealers.*
Stockham Grain Co., E., whole grain & feed.*

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.*

HUTCHINSON, KANS.

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Gano Grain Co., grain merchants.
Hausam-Bateman & Co., grain buyers and sellers.
Hayes Grain Co., John, grain merchants.
Hutchinson Grain Co., grain merchants.
Kelly Mfg. Co., Wm., millers of hard wheat.
McClure Grain Co., J. B., buyers and sellers.*
Pettit Grain Co., L. H., grain merchants.
Reno Flour Mills Co., millers and grain dealers.
Rock Milling & Elev. Co., receivers and shippers.
Russell Grain Co., commission merchants.
Southwest Grain Co., receivers and shippers.
The Security Ele. Co., rcvrs. shprs. milo, kafir.
Union Grain Co., grain merchants.

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Board of Trade Members.

Belt Elevtr. & Feed Co., receivers and shippers.
Bingham-Hewett-Schoil Co., grain merchants.*
Boyd Grain Co., Bert A., strictly brkg. & com.*
Goldberg Grain Co., consignments.*
Hayward-Rich Grain Co., grain commission.*
Hill, Lew., strictly commission.
Hoosier Grain Co., consignments only.
Kinney Grain Co., H. E., receiver and shipper.*
McCardle-Black Co., grain merchants.
Minor & Son, B. B., grain consignments solicited.
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Urmston Grain Co., receivers & shippers.*
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Wagner-White Co., trk. buyers-sellers, grain-feed.

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Board of Trade Members.

Addison Grain Co., consignments.
Armour Grain Co., grain buyers.*
Beyer Grain Co., consignments & mill orders.
Bruce Bros. Grain Co., consignments.
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Davis Grain Co., A. C., grain commission.
Denton Kuhn Grain Co., consignments.*
Dilts & Morgan, consignments.*
Ernst-Davis Grain Co., commission.*
Federal Grain Co., receivers, shippers.*
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Goffe & Carkener, rcvrs. and shprs. of grain.*
Hall-Baker Grain Co., consignments.*
Hinds Grain Co., The, receivers, shippers.*
Hipple Grain Co., feterita, kafir, milo.*
Mensendieck Grain Co., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers & shippers.*
Morrison Grain Co., consignments.*
Nellis-Witter Grain & Mfg. Co., grain & feed.*
Norris Grain Co., grain merchants and exporters.
Orthwein Matchette Co., consgmts. buying orders.*
Parker Corn Co., corn, oats, kafir, milo.*
Ronben Grain Co., E. E., consignments.*
Root Grain Co., consignments and futures.*
Secular-Bishop Grain Co., consignments.*
Shannon Grain Co., consignments.*
Stevenson Grain Co., buyers and sellers.*
Terminal Elevators, receivers, shippers.*
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Western Grain Co., shippers (a specialty).*

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Beatty Brokerage Co., grain brokers.*

LAKE VILLAGE, ARK.

City Feed Co., The, whlal. hay, grain & feeds.

LITTLE ROCK, ARK.

Board of Trade Members.

Cunningham Commission Co., gr., corn products.*
Darragh Company, hay, grain, mixed feeds.*
E. L. Farmer Co., brokers, hay, grain, mill feeds.
Munn-Burrow Brokerage Co., grain, hay, millfeed.*
George Niemeyer Grain Co., grain, hay and feed.*

LIMA, O.

Pollock Grain Co., buyer grain, hay, straw.*
Riddle & Co., T. P., hay and grain.

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., rcvrs.-shprs. grain.*
Edinger & Co., grain, hay, flour.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker, commission merchant.*
Buxton, E. E., broker and commission merchant.*
Davis & Andrews Co., grain dealers.*
Hasenwinkle Co., H. J., consignments.*
U. S. Feed Co., grain, hay, millfeed.*

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.*
Franklin Grain Co., feeds, grain, hay.
Godfrey-Blanchard Co., grain receivers.*
Kamm Company, P. C., barley and rye.*
Quinn Shepherdson Co., receivers and shippers.*
Rankin, M. G. & Co., grain and feed.*
Rialto Elvtr. Co., grain receivers and shippers.*
Taylor & Bournique Co., grain merchants.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Banner Grain Co., grain receivers.*
Benson, Stabeck Co., grain commission.*
Cargill Commission Co., grain commission.*
Carter, Sammis & Co., grain commission.*
Cereal Grading Co., grain merchants.*
Chambers-Mackay Co., screenings & mill feed.*
Dairymple Co., William, grain commission.*
Davies & Co., F. M., grain commission.*
Gee Grain Co., G. E., receivers and shippers.*
Gethell-Tanton Co., grain commission.*
Godfrey-Blanchard Co., grain receivers-shippers.*
Gould Grain Co., receivers and shippers.*
Hankinson & Co., H. L., grain commission.*
Lewis & Co., Chas. E., consignments.*
Malmquist & Co., C. A., receivers & shippers.*
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
Quinn-Shepherdson Co., receivers and shippers.*
Scroggins Grain Co., corn and oats.*
Van Dusen-Harrington Co., grain merchants.*
Welch Co., E. L., mill oats & screenings.*
Wernli-Anderson Co., grain commission, screenings.*
Woodward Newhouse Co., grain merchants.*
Zimmerman, Otto A., barley and oats my specialty.

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, potatoes.*

NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwarders.*

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Produce Exchange Members.

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Brainerd Commission Co., consignments.*
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Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Morey, L. A., grain.*
Schwartz & Co., B. F., commission merchants.*
Therrien, A. F., broker.*

NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.*

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Grain Exchange Members.

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Cozart Grain Co., O. B., grain merchants.*
Conyers Grain Co., grain merchants.*
Dustin Grain Co., grain, feed, seeds.*
Langenberg Bros. Grain Co., grain merchants.*
Maney Export Co., grain merchants.*
Marshall-Jacobson Grain Co., grain, feed, seeds.*
Mid-West Grain Co., grain merchants.*
Oklahoma Export Co., grain commission.*
Okla. City M. & E. Co., grain merchants, millers.*
Rutledge Grain Co., commission merchants.*
Perkins Grain Co., W. L., commission merchants.*
Poleon & Co., C. A., commission merchants.*
Stannett Grain Co., grain merchants.*
Stowers Grain Co., W. B., commission merchants.*

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Grain Exchange Members.

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Beal Commission Co., consignments a specialty.*
Butler Welsh Grain Co., grain merchants.*
Cope & Kearney, grain commission.*
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Dawson Grain Co., grain merchants.*
Holmquist Elevator Co., receivers and shippers.*
Kern Co., brokers and commission merchants.*
Maney Grain Co., The, consignments.*
Merriam Commission Co., consignments.*
Miller Wilson Grain Co., receivers and shippers.*
Nye Schneider Fowler Grain Co., consignments.*
Roberts Grain Co., Geo. A., grain merchants.*
Rothschild Grain Co., corn and oats.*
Stockham Grain Co., E., commission merchants.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., grain commission.*
Uplike Grain Co., consignments.*
Vanderslice Lynds Co., consignments.*

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Buckley & Co., grain and seeds.*
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Dewey & Sons, W. W., grain commission.*
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Grier & Co., T. A., grain commission.*
Harwood-Young Co., grain commission.*
Luke Grain Co., grain commission.*
McFadden & Co., G. C., consignments.*
McCreery & Son, J. A., wheat, corn, oats.*
Miles, P. B. & C. C., grain commission.*
Mueller Grain Co., receivers and shippers.*
Slick, L. E., consignments solicited.*
Turner Hudnut Co., receivers and shippers.*
Tyng Grain Co., commission merchants.*
Warren Commission Co., consignments.*

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Dunwoody Co., Ezl., flour, grain, feed.*
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Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Smith, Monroe A., grain and feeds.*
Taylor & Bournique Co., grain merchants.*
Young & Co., S. H., wheat, corn, oats.*

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Geldel & Leubin, grain and hay.*
Hardman & Heck, grain, hay, millfeed.*
Heck & Co., W. F., grain, hay, millfeed.*
Herb Bros. & Martin, grain and hay.*
McCague, R. S., grain, hay.*
Taylor & Bournique Co., grain merchants.*
Walton Co., Samuel, grain and hay.*
Young & Fisher, brokerage and commission.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

PORTLAND, ORE.

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Globe Grain & Mfg. Co., grain, hay and feed.*
Kerr, Gifford & Co., Inc., grain exporters.*
Northern Grain & Warehouse Co., grain exporters.*
Pacific Coast Elevator Co., grain.*
Pacific Grain Co., grain exporters.*
Ryer Grain Co., wheat, corn and oats.*
Stephens-Smith Grain Co., grain and bag dealers.*
Tri-State Terminal Co., general grain and bags.*

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McClelland Met'l I. & R. Co., grain, hay and feed.*

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Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

SAGINAW, MICH.

Smith-Connor Hay & Grain Co., hay and grain.

SEATTLE, WASH.

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Lilly Co., The Chas. H., seed merchants.*
Pacific Grain Co., grain exporters.*
Ryer Grain Co., wheat, corn and oats.*
Tri-State Terminal Co., general grain and bags.*

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Gordon Commission Co., T. P., gr. dealer and broker.*
Great Western Grain Co., buyers and sellers.*
Holdridge Grain Co., receivers and shippers.*
Aunt Jemima Mills Co., A. J., hominy feed.*
Marshall Hall Grain Co., consignments solicited.*
McKee Lindley & Dunn Grain Co., commission.*
Mid-West Grain Co., pure soft wheat.*
Sloan Simmons Grain Co., consignments.*
St. Joseph Hay & Grain Co., grain merchants.*

ST. LOUIS, MO.

Annan Burg G. & M. Co., flour, grain, millfeed.*
Dreyer Commission Co., feeding stuffs, grain, seeds.*
Elmore Schultz Gr. Co., receivers and shippers grain.*
Goffe & Carkner Co., grain commission.*
Graham & Martin Grain Co., grain commission.*
Ichtertz & Watson, grain, seeds and hay.*
Marshall Hall Grain Co., grain commission.*
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain and grass seed.*
Teasdale Com. Co., J. H., receivers and shippers.*
Toberman, Mackey & Co., grain, hay, seeds.*
Turner Grain Co., grain commission.*

SIOUX CITY, IOWA.

Board of Trade Members.

Button Co., L. C., grain commission.*
Bailey, Walter H., grain merchants.*
Western Terminal Elevator Co., receivers and shippers.*
McCaull Dinsmore Co., commission.*
Rumsey & Co., receivers of consignments.*
Slaughter Burke Grain Co., receivers, shippers.*
Taylor & Bournique Co., grain merchants.*
Terminal Grain Corp., receivers and shippers.*

TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.*

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Produce Exchange Members.

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King & Co., C. A., grain and seeds.*
Morehouse & Co., wholesale grain and seeds.*
Rice Grain Co., cash grain.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.*
Young Grain Co., grain receivers, shippers.*
Zahn & Co., J. F., grain seeds.*

TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.*

TOPPENISH, WASH.

Preston Co., H. P., alfalfa meal, grain, hay, feedstuffs.*

UNION CITY, TENN.

Cherry-Moss Grain Co., grain, hay, feeds, seeds.*
Dahnke-Walker Milling Co., milling, grain, feed.*
Howell Grain & Feed Co., grain and feed.*

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Board of Trade Members.

Beyer Grain Co., consignments and mill orders.*
Blood-Pickertill Grain Co., consignments, mill orders.*
Clark Burdgrain Co., consignments.*
Clark Grain Co., C. M., all kinds grain and feed.*
Craig Grain Co., J. W., consignments and mill orders.*
Evans-Williams Grain Co., grain and mill feed.*
Groth, Samuel C., milling wheat and feed.*
Hayes Grain Co., John, Okla.-Kan. wheat for mills.*
Kansas Flour Mills Co., receivers and shippers.*
Kansas Milling Co., millers and grain merchants.*
Kelly Grain Co., Edward, grain and mill feed.*
Koch Grain Co., Geo., milling wheat.*
Kramer Grain Co., receivers and shippers.*
Raymond Grain Co., consignments.*
Strong Trading Co., wholesale grain and feed.*
Wallingford Bros., receivers and shippers.*
Warwick Grain Co., "always have a bid."*
Wichita Flour Mills Co., millers and grain merchants.*
Wichita Terminal Elev. Co., general elevator business.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. and seeds.*

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Members**KAFIR-MILO MAIZE**

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7-8 Board of Trade

Real Service on
ConsignmentsOperators 1,500,000
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AYLSWORTH GRAIN CO.

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U. S. A.

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ofWheat, Corn, Oats,
Kafir and Milo**STEVENSON GRAIN CO.**

KANSAS CITY, MO.

Buyers and Sellers of Grain

Prompt and Careful Attention Given Consignments

SHANNON GRAIN COMPANY**CONSIGNMENTS**

201-2 Board of Trade KANSAS CITY, MO.

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OATS . BARLEY
CONSIGNMENTS
MILL ORDERS

We buy and sell

**KAFIR CORN — FETERITA
MILO MAIZE****B. C. CHRISTOPHER & CO.**
Kansas City, Mo.**BRUCE BROTHERS GRAIN CO.**

KANSAS CITY, MO.

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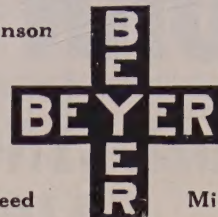
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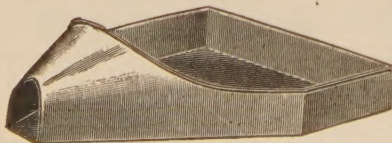
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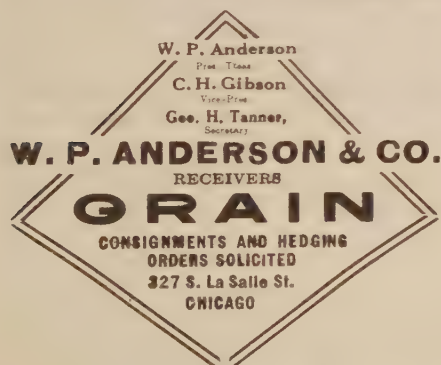
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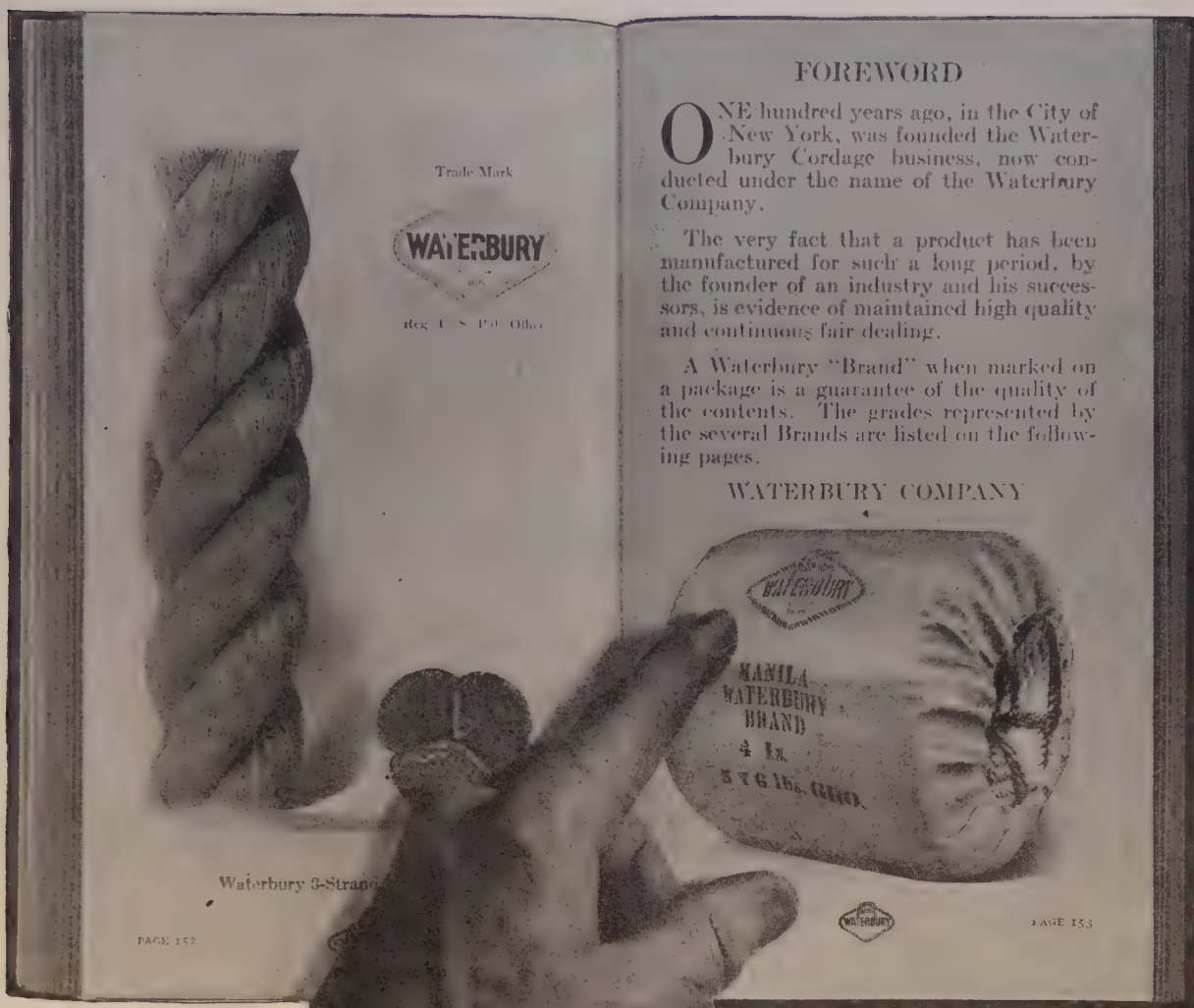
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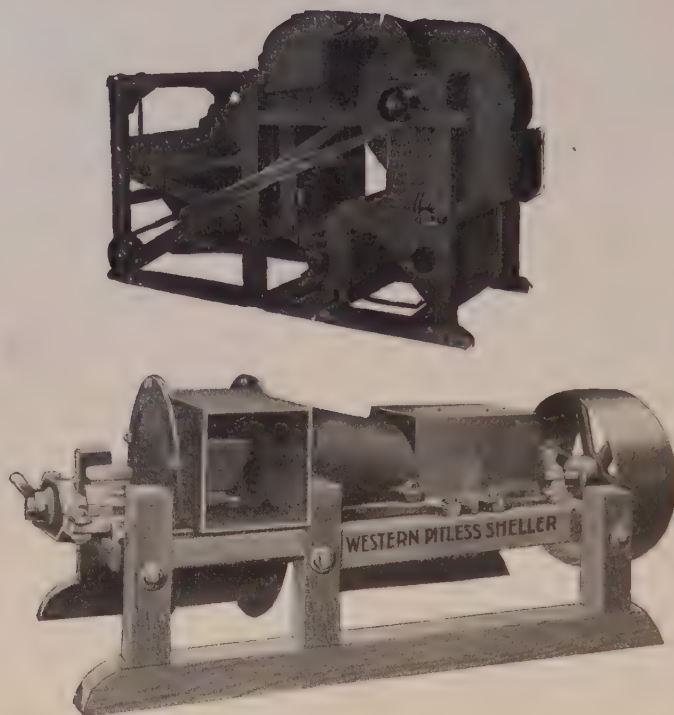
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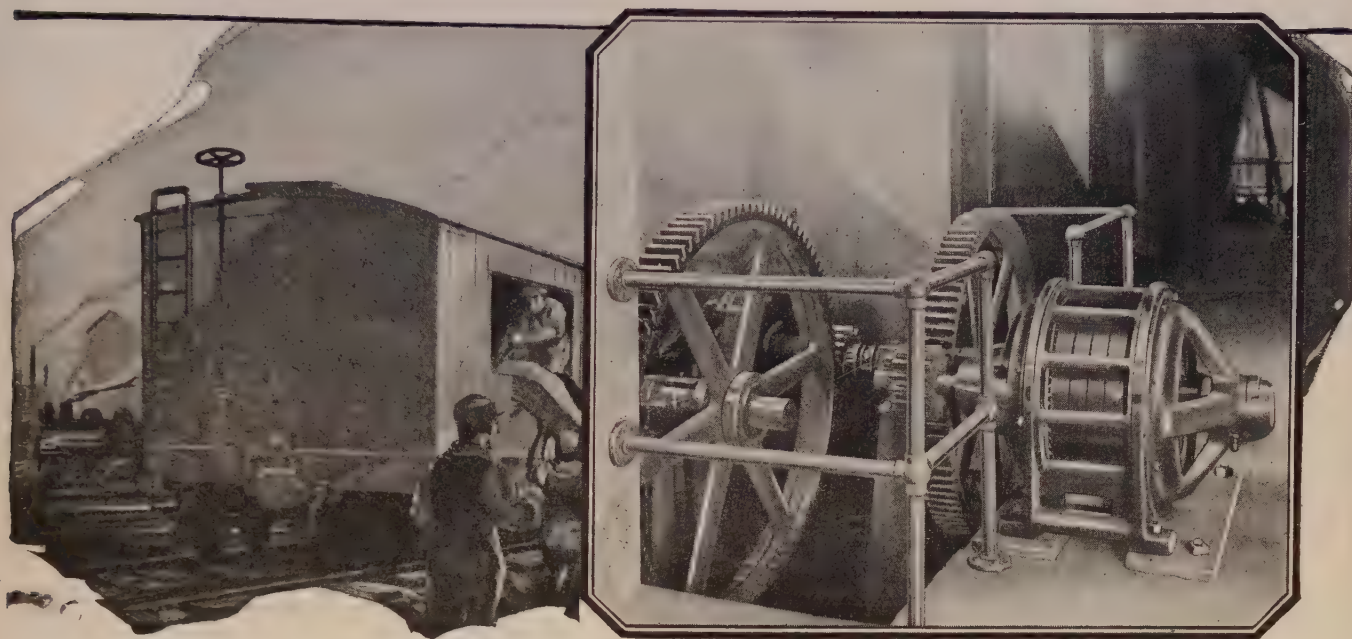
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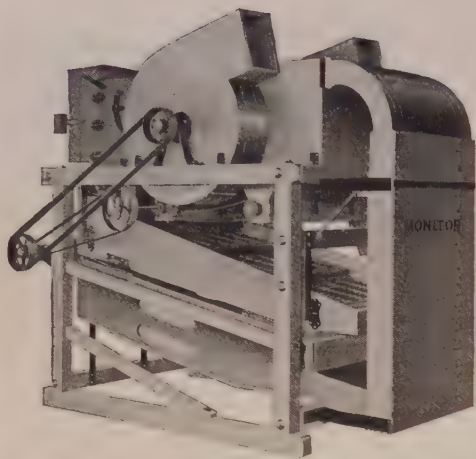
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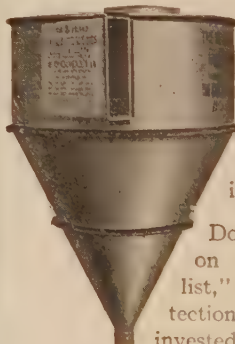
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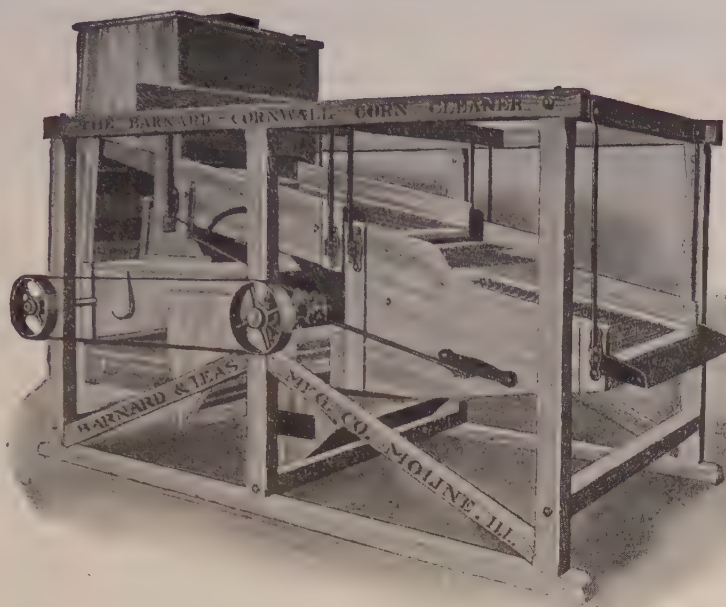
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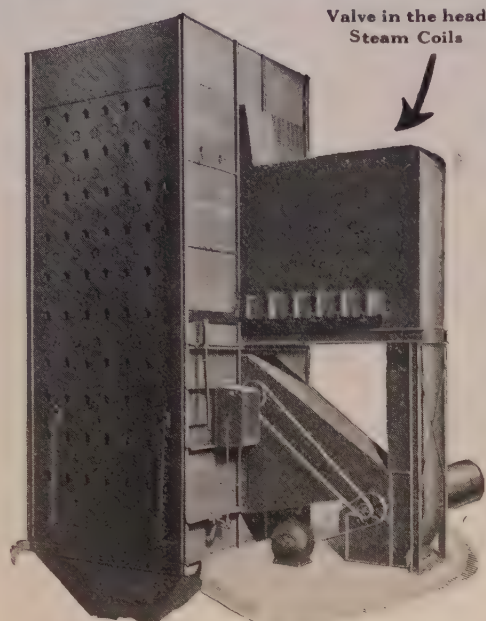
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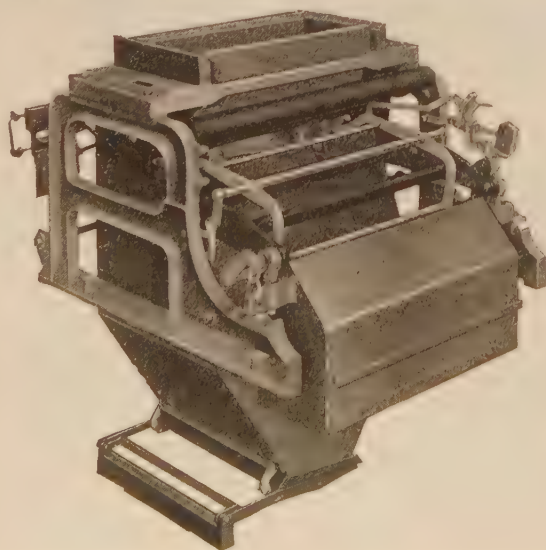
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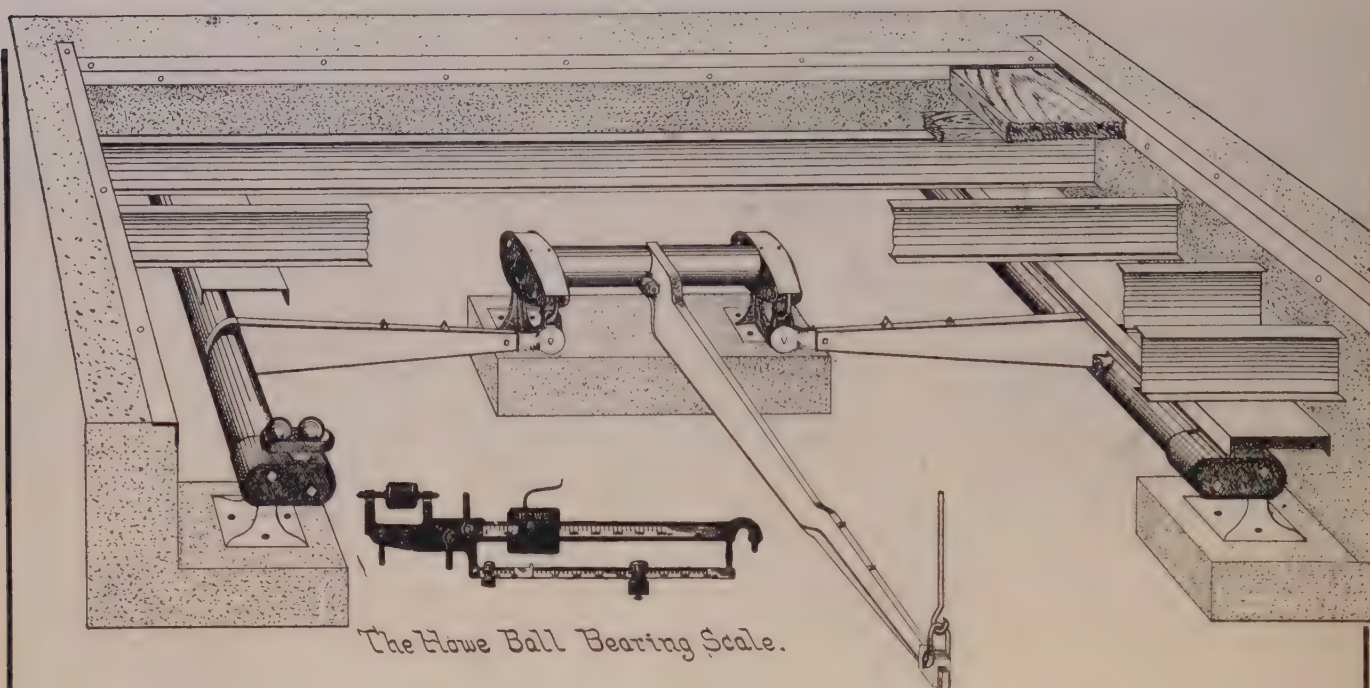


Quality Demanded Armco

From the standpoint of refinements in elevator construction, the 4,500,000-bushel Pennsylvania R. R. now building at Baltimore, will be the finest in the world. Everything in the job will be the best money can buy. 2,000 squares of Armco was specified to side the galleries that will convey 1,800,000 bushels per ten hours to five ships. Armco is rust resisting iron. That it lasts longest under the most trying conditions means it lasts longest under all conditions.



The American Rolling Mill Company
Middletown, Ohio



You will soon need an **AUTO TRUCK SCALE.**

The **HOWE BALL BEARING** has stood the test for 63 years and met all requirements. The **MOST PRACTICAL SCALE** made for weighing **AUTO TRUCKS.** The twisting, turning and suddenly stopping of an **AUTO TRUCK**, instead of being directly on the pivots, is taken care of by the **Ball Bearings** which are an exclusive feature of the **Howe Scale.**

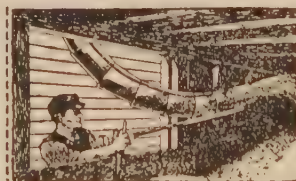
*No expense in upkeep after the original cost of Scale
Write us for prices. Send us your old scales to be refitted.*



Dust Protectors



Pullies—All Kinds



Loading Spout Holders



Distributing Spouts



V Buckets—Salem and Empire

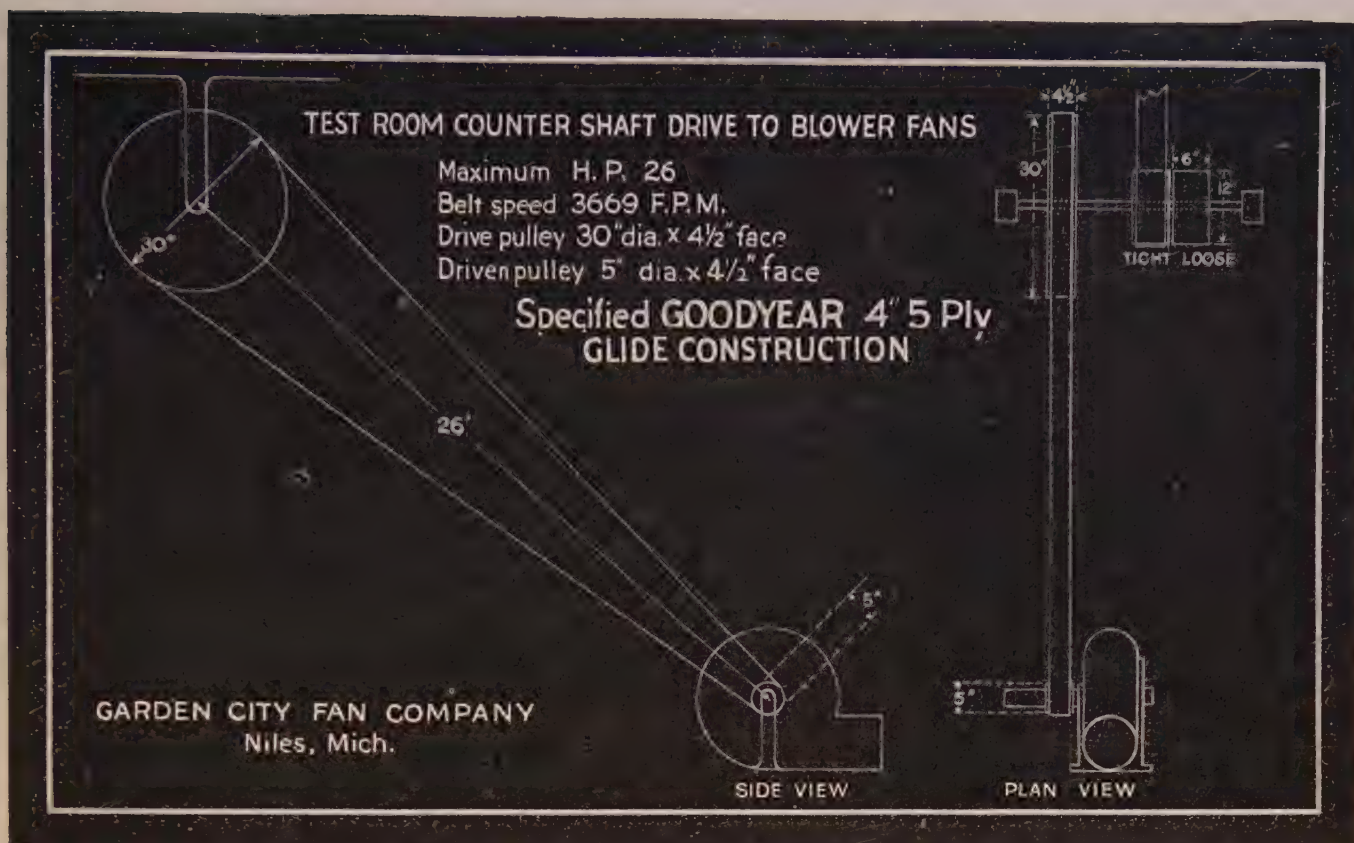


We are headquarters for all kinds of Elevator Machinery. Send us your list and let us quote prices. We can save you money. Let us quote you on complete machinery for your new elevator. We manufacture all sizes of Grain Spouting, Loading Spouts, etc.



AMERICAN SUPPLY & MACHINERY CO.

1102-4 Farnam St., Omaha, Neb.



Halving Price and Doubling Service—with the G. T. M.

They used to pay \$25.00 for double belts that gave about a year of questionable service on a test block drive, off a countershaft, in the Garden City Fan Company's testing room. In June, 1917, they put on a Goodyear Belt specified by a G. T. M.—Goodyear Technical Man—for which they paid \$12.50. It has already lasted two years, and is still in good condition. For half the price, they have had twice the service, and better service at that.

Mr. H. C. Richards, the superintendent, had tried about every kind of belt on that drive. None of them had been satisfactory, mainly because the test block was not stationary and whenever a new fan was put on it to be tested out the workmen lined up the belt "by eye." The best double belts warped and curved because of this misalignment—and they slipped a lot, too. The cheap belts that he tried lasted about two months.

When a G. T. M. called, Mr. Richards was very skeptical. He didn't think that much could be done toward reducing belt costs and troubles. But he thought he couldn't lose by trying—and he didn't.

The 4-inch, 5-ply Goodyear Belt of Glide construction recommended by the G. T. M. has served

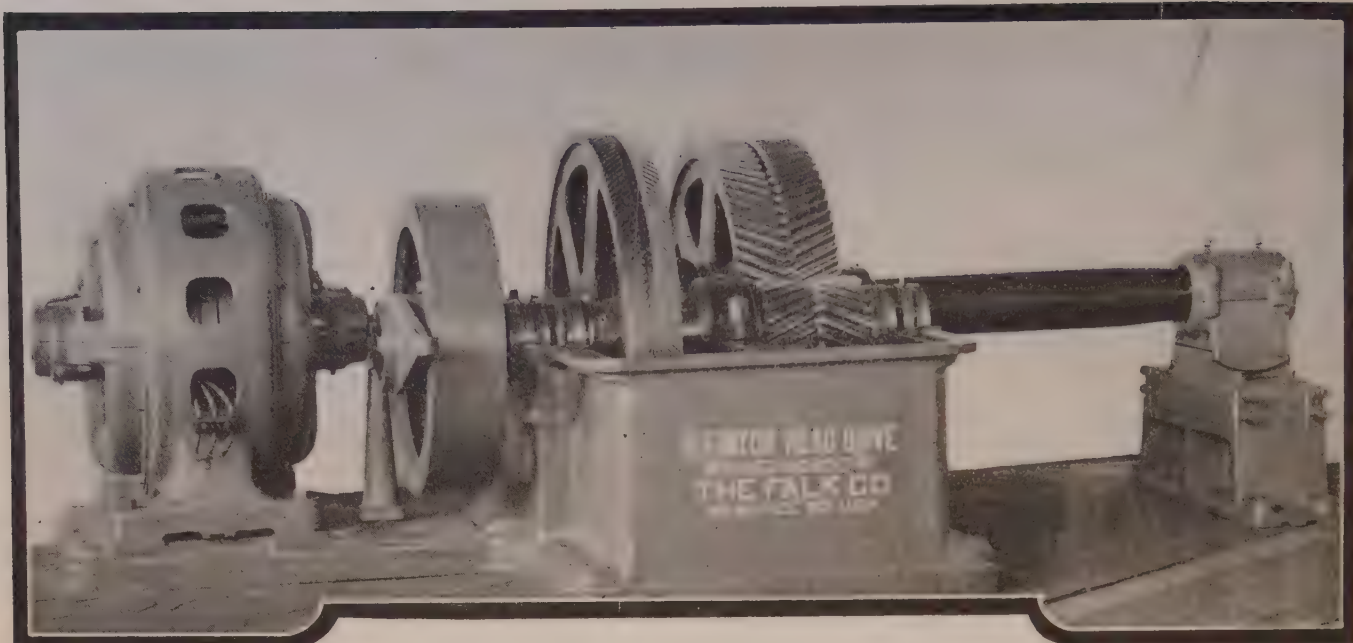
for two years at a cost of \$6.25 per year. The best costs obtained before were \$25.00 a year. And there isn't any trouble at all. In spite of the frequent misalignment the Goodyear Belt still runs straight and true.

After it had run only about six months, they were so pleased with the freedom from trouble it gave them, that they ordered another for a second testing drive just like it. And since then they have had a G. T. M. specify many other belts for them—ranging all the way from one and three quarter inches to eight inches wide.

If you have a belt-devouring drive—no matter how small or how large—ask the G. T. M. to call. He'll do it without charge when next he is in your vicinity. There are many G. T. M.'s—all with experience in many plants—all trained in the Goodyear Technical School—all experienced in selling belts to meet conditions and not as a grocer sells sugar. The G. T. M.'s services are free simply because the savings they effect for belt-users are so considerable that a gratifying volume of business is certain to come to us within a few years from the plant served—just as it has in the case of the Garden City Fan Company.

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO

BELTING • PACKING HOSE • VALVES
GOODYEAR
 AKRON



Ready for the World's Most Modern Elevator

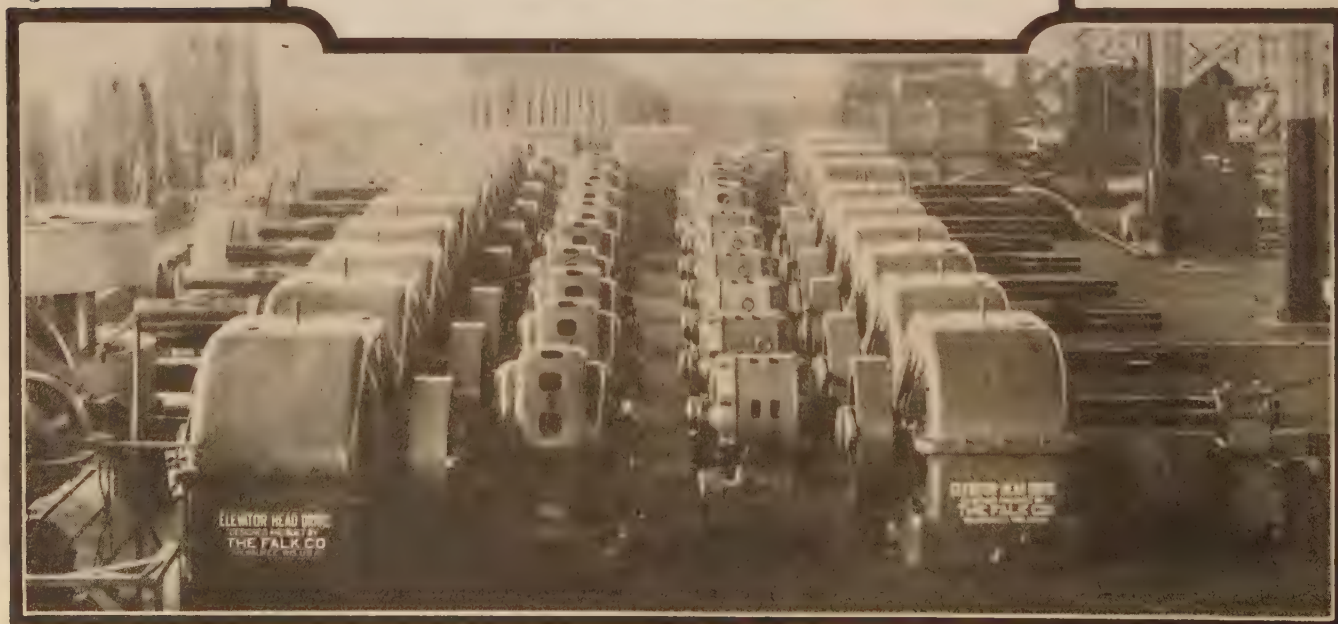
The Northern Central Elevator of 5,000,000 bus. capacity now being built by the James Stewart & Co., at Canton, Baltimore, Md., is designed to be the most efficient Grain handling plant ever built.

Elevator legs will be equipped with 100 and 150 h. p. motors having a speed of about 800 R.P.M. In order to reduce this speed to about 30 R.P.M., the speed of the head pulley, The Falk Co. designed herringbone reduction gears for all 19 legs.

Owing to the high efficiency and the saving in power consumption in these gears being so highly satisfactory, the James Stewart Co. have decided to use them on all drives requiring the necessary speed reduction.

THE FALK CO.

Milwaukee, Wisconsin



If You Could Cut it Open and See—



You may not be a belting expert—and you may not care to be. But it would prove of value to you in determining the belting you should buy if you could take a piece of Rexall, cut it open, and see how it is made. You would see

- ① The heavy 37½ oz. fabric, built ply on ply—closely woven to give tensile strength and rugged body.
- ② The basic double-stitched and inner-locked construction that defies ply separation.
- ③ The sturdy and sinewy weave which holds hooks, bolts and fasteners so they can't work loose and pull out.
- ④ The reinforced cushion-like edges that prevent edge abrasion.
- ⑤ How the Rexall Preservative Gum impregnates every fibre and fills every pore of the fabric, blending with the natural oils to produce lasting vitality and pliability under every condition.

If you could do the same with any other known fabric belting—and compare the construction—you would then see why you are assured belt economy and service in

REXALL DOUBLE — STITCHED CONVEYOR and ELEVATOR BELTING

IMPERIAL BELTING COMPANY

Factory and General Offices—CHICAGO

BRANCHES: NEW YORK

PITTSBURGH

DETROIT

SALT LAKE CITY

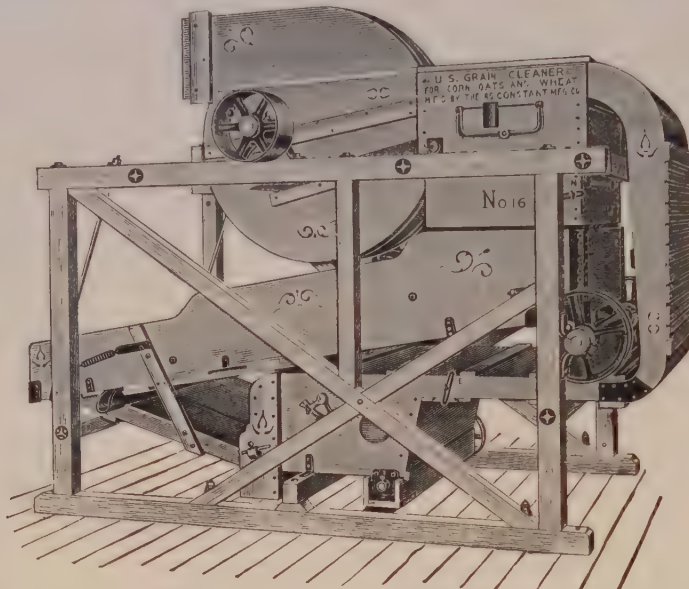
A PERFECT GRAIN CLEANER

The "U. S." Grain Cleaner is easily the leader in satisfactory grain cleaning. It has built up an enviable reputation by its record of consistent good performance. It is the cleaner you should install in your elevator.

One
Powerful Fan

Fan Always
Under Control

Dustless



Two
Air Separations

Journals
Run Cool

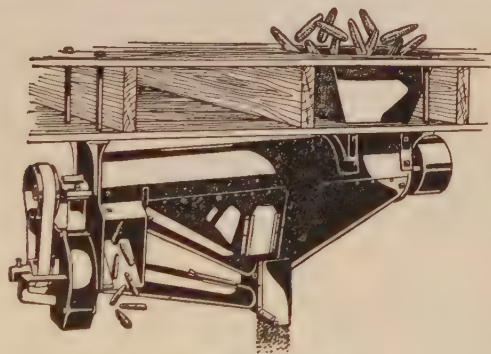
Light Running

Catalog of Our Complete Line of Elevator Machinery on Request

B. S. CONSTANT MANUFACTURING CO.

Bloomington

Illinois



Style B Triumph Corn Sheller

TRIUMPH CORN SHELLERS

Shell corn thoroly without breaking the cobs or the kernels and take little power.

Our new Corn Sheller Bulletin tells all about them. Ask us to send you a copy.

THE C. O. BARTLETT & SNOW CO.

Main Office and Works: Cleveland, Ohio

No. 1192

WHAT DO YOU NEED

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Lightning Rods
Attrition Mill	Manlift
Bags and Burlap	Moisture Testers
Bearings { Ball	Oat Bleachers
Roller	Oat Clipper
Belting	Painting or Repairing
Boots	Portable Elevator
Buckets	Power { Gas Engine
Car Liners	Kerosene Engine
Car Loader	Motors
Car Mover	Power Shovel
Car Puller	Rolls for Cracking Corn
Car Seals	Sample Envelopes
Cleaner	Scales
Clover Huller	Scarifying Machine
Conveying Machinery	Self Contained Flour Mill
Distributor	Separator
Dump	Sheller
Dump Controller	Sieves
Dust Collector	Siding-Roofing { Asbestos
Elevator Leg	Steel
Elevator Paint	Silent Chain Drive
Feed Mill	Spouting
Fire Barrels	Storage Tanks
Grain Driers	Testing Apparatus
Grain Tables	Transmission Machinery
Gravity Cleaner	Transmission Rope

or anything used in a grain elevator.

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago



8½ Miles of It

Extending, when unrolled, in a continuous line 8½ miles long, and weighing over 130 tons, we recently shipped what was, perhaps, the largest single order of Belting ever sent out of a Rubber Factory.

This record shipment—which would stretch from the Battery to well above the top end of Central Park—covering the whole teeming center of New York City—we made on the order of James Stewart & Co., for the enormous new Terminal Grain Elevator they are building for the Pennsylvania Railroad at Canton, Baltimore, Md.

Goodrich "LEGRAIN" and "CARIGRAIN" Belts are installed in large and small Elevators all over the country. We believe we have developed Rubber Belts for Grain Handling to a higher standard than has ever before been attempted.

We await your request for samples and detailed information

THE B. F. GOODRICH RUBBER COMPANY
The City of Goodrich—Akron, Ohio

GOODRICH
"LEGRAIN" BELT

GOODRICH
"CARIGRAIN" BELT

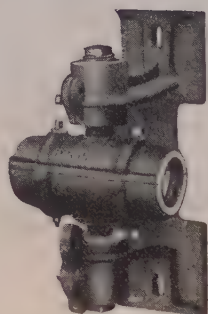


PHOTOGRAPH BY CO.
JAMES STEWART & CO.
BALTIMORE, MD.
JAMES STEWART & CO. INC.
BALTIMORE, MD.

ELEVATOR MACHINERY

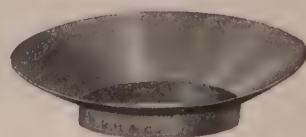
Direct from the Manufacturer

Lower Prices Guaranteed Equipment
Prompt Shipments



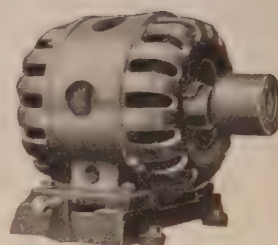
Iron, steel and wood pulleys
Rubber and leather belting
Elevator buckets and boots
Distributing and flexible spouts
Man lifts
Oil engines
Electric motors
Car movers
Scales

Sprocket wheels and chain
Transmission rope and sheaves
Power grain shovels, car pullers
Shafting, gearing, hangers
Spiral conveyor, wagon dumps
Friction clutch pulleys
Brooms
Corn shellers
Lifting jacks
Coal handling supplies

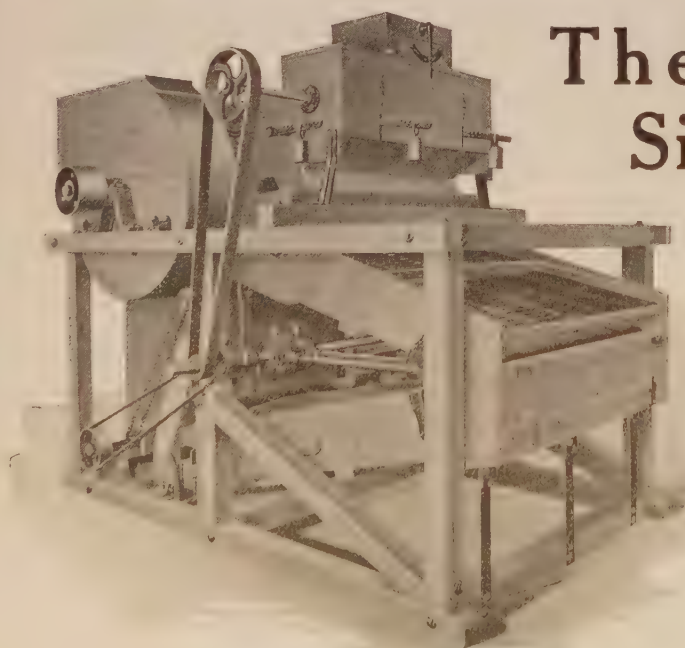


Howell Roller Feed Mills

We have the largest stock of ELEVATOR EQUIPMENT and SUPPLIES in the Northwest. Our prices and goods are right, and we want your business. Our GENERAL CATALOG E-119 and discount sheet will be mailed on request. Get your copy now.



R. R. Howell and Company - - Minneapolis, Minn.



The Latest Model Sidney Cleaner

The most important machine in an elevator or mill is the cleaner. When it works well, it saves grain and trouble in every progressive operation.

The latest model "Sidney" Double Shoe Corn and Grain Cleaner illustrated here is perfection in every working part.

We guarantee it will clean corn, oats, wheat, rye and barley successfully.

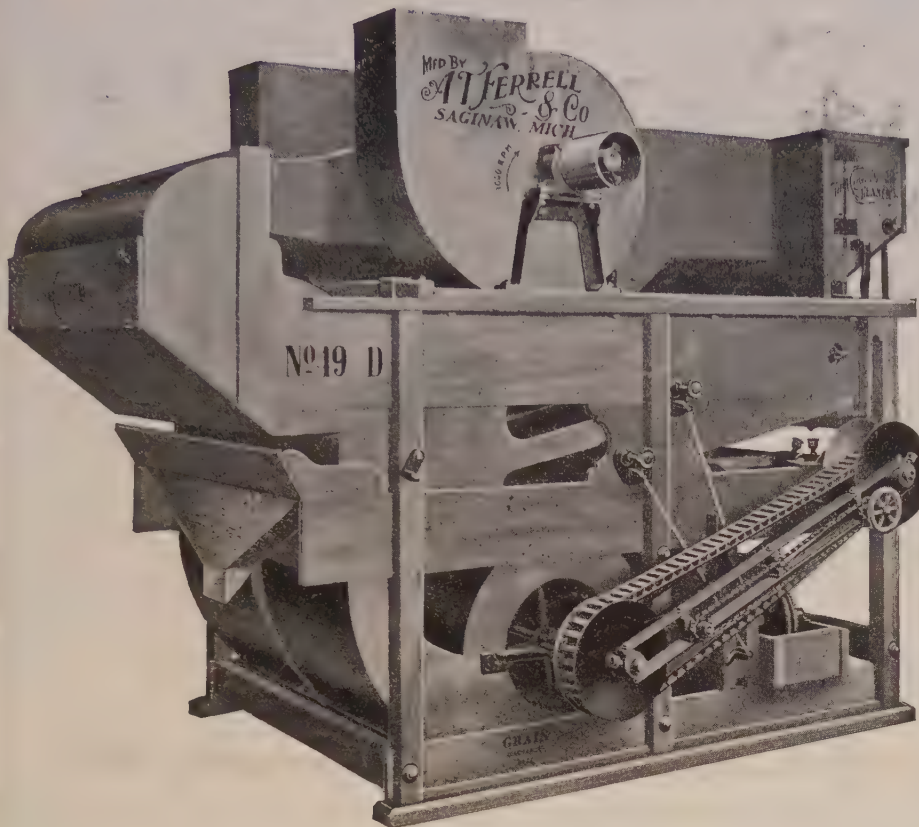
Its simplicity saves trouble and insures durability.

The shoes vibrate, but they are driven by opposed eccentrics, which causes the machine to run without vibrating the building.

Write for further particulars.

The PHILIP SMITH MANUFACTURING CO., Sidney, Ohio

Dustless "Clipper" Cleaner Number 49-D



This is an excellent machine for cleaning clover, timothy, flax and all kinds of fine seeds, also grain, beans or peas. It has two screens with roller bearing brushes under each screen and is strictly up-to-date in every respect.

The dustless attachment is a great advantage. Its fan is powerful and will drive the dust a long way. It also has a short leg which lifts the dust and dirt from the grain before it passes over the screen.

We have a machine for almost every grain cleaning purpose. Write for our catalog and full information.

A. T. Ferrell & Co.
Saginaw, W. S., Mich.

Duplicating Grain Contracts

Do not take chances on verbal contracts for future delivery of the grain you are now purchasing. With the present unstable condition of the markets, Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure.

Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase. They certify the Farmer "has sold ——— Bushels of ——— at ——— cents per bushel, to grade No. ———, to be delivered at ——— on or before ———." They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted.

Put up in books of 100 duplicate sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering all grain delivered on the contract. Check bound and supplied with 3 sheets of carbon. Order FORM 10DC, Price \$1.00.

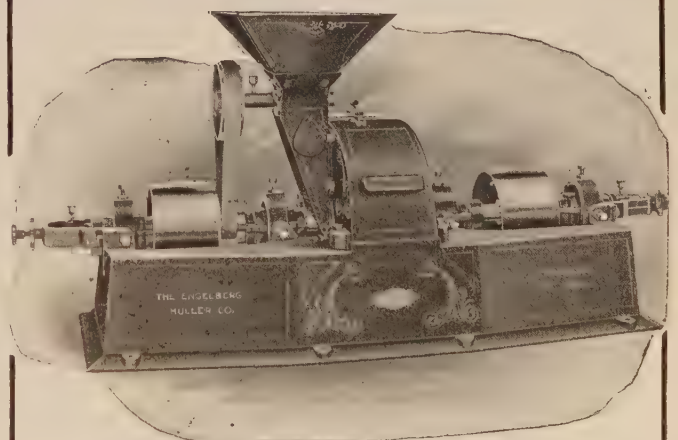
Send all orders to

Grain Dealers Journal

315 South La Salle St.,

CHICAGO, ILL.

You Cannot Judge A Mill by the Advertised Description



If you are interested to know why our "HALSTEAD" has larger capacity; does better work with less power, at about one-half upkeep expense, and original cost of Mill from 40% to 60% less than other makes, write us for catalogue.

THE ENGELBERG HULLER CO.

831 W. Fayette Street

SYRACUSE, N. Y.

"Hamilton Made"



Belting for Every Elevator Purpose

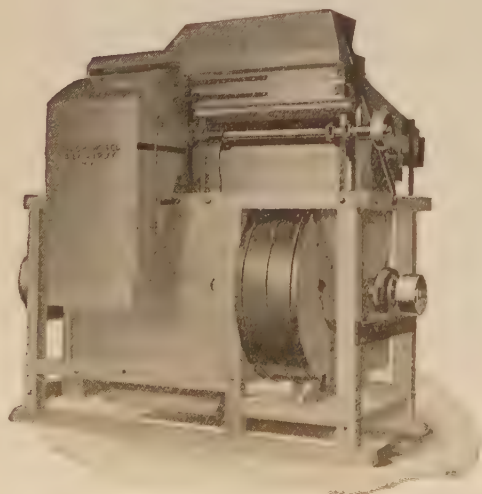
For years our study has been how to make the best Rubber Belting. The "Hamilton Made" brands are standard among elevator managers. There are two standard brands: INVINCIBLE for Cleaners, Shellers, Clippers, Separators, Feed Mills, Car Pullers, Engines and Motor Drives. LAKEWOOD for Legs and Conveyors. Write for particulars.

Hamilton Rubber Mfg. Co., 218 No. Wells St., Chicago

Factories: Trenton, N. J.

Branches: New York and Philadelphia

Five of these giant machines are in operation in one house, clipping daily more oats than are consumed in two average size cities in a week.



Ask someone who owns one!

THE thing the owner of a "Eureka" admires most in his machine is its Constancy. He knows that he can always depend upon it to do satisfactory cleaning. It gives him Constancy in performance, and he gives it back Constancy in friendship. Thus do the manufacturer's sales grow by one owner recommending the "Eureka" to another.



"EUREKA"



OAT CLIPPERS

have distinguished themselves over a long period of years in the hands of men who insist that things must move with clock-like regularity, and who judge equipment by its ability to do good work 365 days a year.

MAY WE SEND YOU COPY OF OUR NEW BOOK (No. 75)?

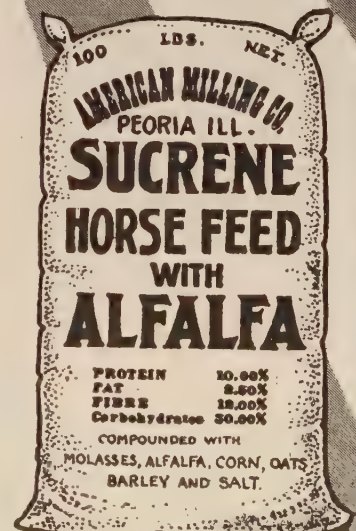
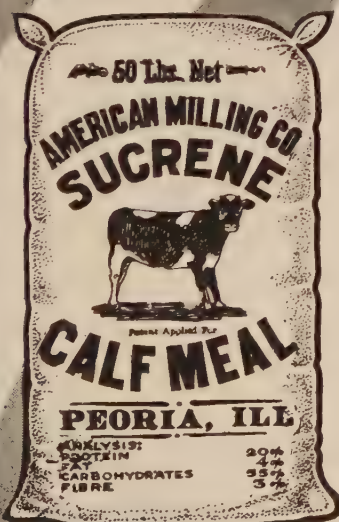
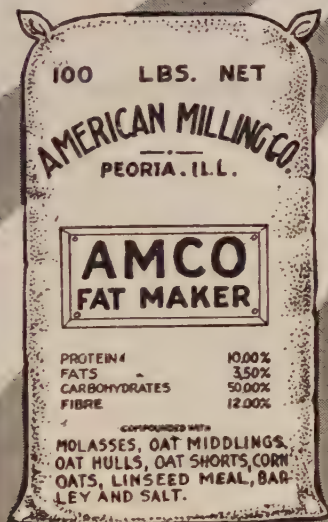
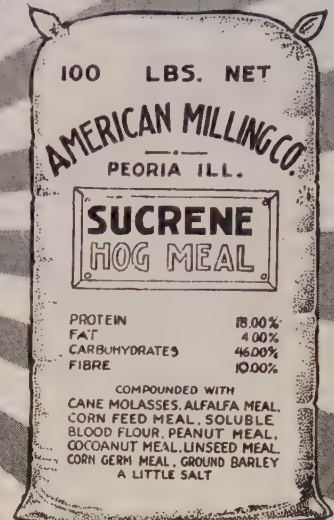
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SILVER CREEK, N. Y.

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SUCRENE FEEDS

20th
Year
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Watch for
our special
message to
Feed Dealers in
the near future.
The greatest sell-
ing season Sucrene
Dealers have ever en-
joyed is about to open.

Our splendid new mills,
more modern, and with
greatly increased capacity,
will take care of the larger
demand for Sucrene Feeds,
which for years taxed our
manufacturing capacity to
the limit.

Send in Your Orders Now

for the complete line of Sucrene
Poultry Scratch Feeds. We fill
orders promptly in any quantity.

Address Main Office at Peoria, Ill.

American Milling Company

Main Office and Mills: Peoria, Ill.

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Say!
This is Fun

Any operator on a UNION SPECIAL Filled Bag Closing Machine will tell you that he is having fun in closing four times as many bags as he did when he sewed them by hand.

And, at the same time he is saving money for his employer in bag and twine costs.

We shall be glad to go into details and explain the possibilities of this wonderful equipment.

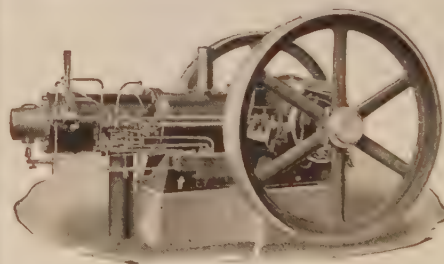
**UNION SPECIAL
MACHINE COMPANY**
422 N. Franklin Street. CHICAGO.



Fairbanks Type "P" Wagon and Auto Truck Scale

Now you need a scale that will weigh heavily loaded auto trucks with dependable accuracy. The Fairbanks Type "P" Wagon and Auto Truck Scale has suspended platform construction—means that weighing mechanism is not harmed by the pounding and jarring of trucks on the platform. Knife edges and bearings are kept in continuous contact—long life and fine accuracy are assured. Backed by nearly ninety years of scientific scale construction.

Fairbanks, Morse & Co.
MANUFACTURERS CHICAGO
Engines - Motors - Fairbanks Scales - Light Plants - Feed Grinders, etc.



Real Power—

the kind that you can depend upon at all times is the kind of power you want. And you want this kind of power as cheap as you can get it. The MUNCIE OIL Engine for many years has been giving satisfactory service in hundreds of country elevators. It should be in yours. Here are a few

Reasons Why

Lower Fuel Cost	Steadier Power
Closer Regulation	Greater Reliability
No Shut-downs	Fewer Repairs
More Power	Lower Upkeep

Write for proof of facts.

MUNCIE OIL ENGINE CO.
518 JACKSON STREET MUNCIE, IND.

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**With the Grain Dealers Journal
Into the offices of your fellow
Grain Dealers**

Visit the numerous grain conventions thruout the country. The great Court chambers where the legal controversies of your business is being decided.

Learn of the different methods being used by the most enterprising grain dealers.

Note the wonderful improvements being made in mechanical facilities for handling and improving grain.

See it all in the GRAIN DEALERS JOURNAL, WITHOUT SETTING FOOT OUTSIDE YOUR OWN OFFICE.

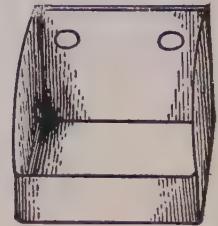
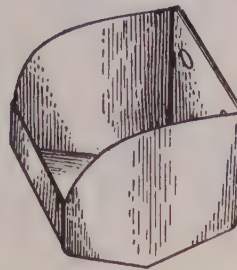
From NOW ON DON'T MISS A SINGLE NUMBER—TWICE EACH MONTH—ONE YEAR, ONLY \$1 75.

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GRAIN DEALERS JOURNAL

305 South La Salle Street, Chicago, Ill.

"D P" SUPERIOR CUPS



—the High Capacity, High Speed Cup

"D P" Superior elevator cups are not in the experimental stage; the actual performance of these cups is nothing short of remarkable. The combination of high speed, larger contents and reduced distance between cups results in a capacity four to five times that of ordinary cups of the same dimensions.

Results Obtained

Perfect discharge at indicated low or high speed,
A speed three times the ordinary,
Contents 25 to 40% more than ordinary cups,
Distance between cups reduced materially,
Higher speed, reducing size of equipment and eliminating gears,—reduction of power consumed and initial cost.

Responsible concerns can try this cup at our risk! Write us!

MOLINE MILL CO. SUPERIOR MILL MACHINERY
MOLINE, ILLINOIS, U.S.A.

Try This Business Building Feed It's A Sure Winner!

International Pig Meal is one of the greatest repeaters we ever put out. Farmers everywhere are learning that this 18% protein ration is far in advance of any feed for pigs on the market. *And their belief is being backed by their orders.*

INTERNATIONAL PIG MEAL For Pigs, Shoats and Brood Sows

As a healthy fat builder for pigs International Pig Meal is in a class by itself. This scientific mixture contains coconut meal, locust bean meal, blood meal, wheat shorts, wheat flour and linseed oil meal. One pound equals one gallon fresh milk in feeding value.

Try A Ton

If you have not yet tried this great feed among your trade try it now. It retails around \$80.00 a ton, delivered, carrying a reasonable profit margin for you. Send a trial ton order today—you will never regret it.

INTERNATIONAL SUGAR FEED CO.

Minneapolis, Minn.

Mills at Minneapolis
and Memphis



*This is the
Sack the
Farmers look
for —
Order Now*

Live
Salesmen
Wanted

CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The
Combined Grain Cleaner
and
Pneumatic Car Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

**KENNEDY
CAR LINERS**

Prevent Leakages
Avoid Claims
Saves Money

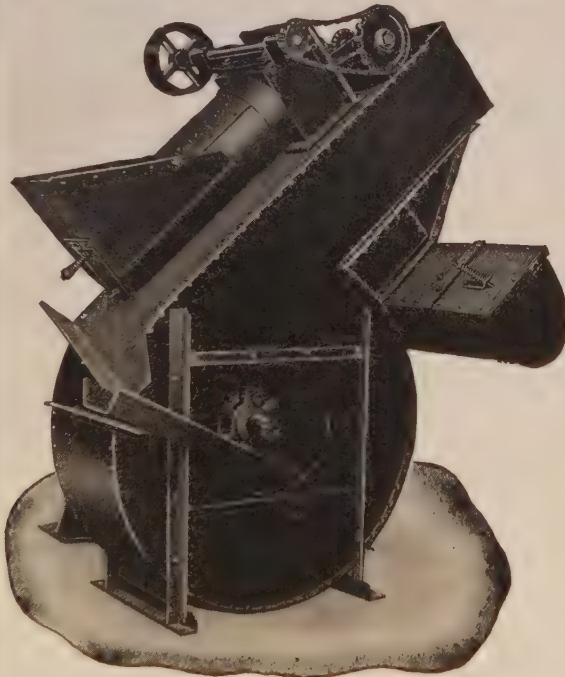
Used by Thousands of
Progressive Shippers

MADE BY

**THE KENNEDY CAR
LINER & BAG CO.**

SHELBYVILLE, INDIANA

A better way to handle **GRAIN** is the Bernert Way

**WHY?**

Because the Bernert way will save you money and make you money. With the Bernert Pneumatic Grain Handling Machines, whatever your grain handling problem today, will be no problem at all. The Bernert Pneumatic Machines handle all grain ahead of the fan; that's why there positively will be no grain damaged.

They are positively **NON-CHOKABLE**; that's why you will not have any trouble. They will at the same time they handle the grain, **MAKE BETTER GRAIN**. Let us tell you **WHY**.

Simplicity of installation and efficiency in operation, handling any problem, is for what the Bernert Pneumatic Elevators, Combined Elevators and Loaders, Conveyors, Portable Track-loaders, Car-loaders, etc., stand.

For further information, write for catalog to the

Bernert Mfg. Co.

491 12th Street

MILWAUKEE, WIS.

**NEW BADGER
SLIP PROOF
SAFETY SPURS
CAR MOVER**



—the Slip-proof
Safety Spurs

grip edges of rail, where they have not been polished hard by wheels. This double grip insures against mover slipping and allowing operator to fall and break his arms or injure his face, as frequently happens with ordinary movers or crowbars.

**Try One 30 Days—
No Money in Advance.**

If you keep it, send us \$5.50, plus freight—if you don't we pay freight both ways and forget it.

For sale by leading jobbers everywhere. If yours can't supply you, order direct.

Advance Car Mover Co., Appleton, Wis.
Canadian Advance Car Mover Co., Welland, Ont.

Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

Grain Dealers Journal

Certain Departments

in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the dollar and fifty cents in your pocket.

Try Our Automatic Dump Controller

We believe this will be a big year in the Elevator Building Business, since the last year or so was given almost wholly to the repairing and remodeling of the old houses.



Since the closing of the War means the beginning of a New Era in the History of the World, so, also will the people be looking to the newest and best manner in which to handle their business. Therefore, when contemplating the erection of a new Grain Elevator, think what it means to have a perfect working dump and give your attention to making yours such.

There is no better way than by having it controlled by an Automatic device made expressly for this purpose. There are hundreds in use today giving satisfaction, and you can have this Service with little expense.

Drop a line to us and get full particulars regarding our AUTOMATIC DUMP CONTROLLER.

L. J. McMILLIN

525 Board of Trade Bldg. INDIANAPOLIS, IND.

CONE-SHAPE GRINDERS

IT PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of Shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." *R. W. Watt, Jacobburg, O.*

10 sizes; 2 to 25 H. P. Write for free catalogue.

N. P. BOWSHER CO., SOUTH BEND, IND

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the advertiser considers before an advertisement is placed:

**CIRCULATION
QUALITY
INFLUENCE
RATES**

The GRAIN DEALERS JOURNAL guarantees its CIRCULATION; boasts of the QUALITY of its circulation; has succeeded because of its INFLUENCE, and pays advertisers because its RATES are reasonable.

Read the Advertising pages. They contain many stories of interest. The *Grain Dealers Journal* presents only reputable concerns.



No Need to Scoop Grain in a Dirty, Dusty Car

"We loaded 1,800 bu. of corn an hour the day before Thanksgiving. We never have to get in a dirty, dusty car to scoop grain." Kenney Elevator Co., Kenney, Ill.

"Your Boss Air Blast Loader is giving the best of service." G. N. Falknor & Son, West Milton, O.

"We would not think of going back to gravity." J. L. Baum & Son, Storms, O.

"You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Strawns Crossing we saw one in operation and it certainly was doing the work." Central Illinois Grain Co., Ashland, Ill. They have since bought SIX for six of their elevators.

Don't Build Elevator on Railroad Land

An elevator with a Boss Air Blast Car Loader system of loading grain can be built even as far away as 100 feet from the track—yet every car will be loaded to full capacity without any scooping in the car—and without elevator being built any special height. The grain CANNOT be injured as it does not pass through the fan, nor through any feeder devices. Simple to install and operate. Write today for Blue Prints and our booklet "\$60.00 A CAR PROFIT."

MAROA MANUFACTURING CO., Dept. G., Maroa, Ill.

Complete Grain Grading Equipment

**Moisture Testers
Testing Sieves
Scales, etc.**



This Funnel for Filling Grain Weight Per Bushel Testers The Regulation Way \$5.50

NOTICE

New Oat Grades

Government requires Special Receiving Graduate be used in making tests on Oats as described in Dept. of Agr. Bulletin No. 56. For limited time we will send one anywhere in U. S. Post Paid on receipt of 80 cents or two for \$1.50.

Get Our Free Catalogue

De Roo Grain Laboratories
FLINT, MICHIGAN



RID-OF-RATS

If we want to feed starving Europe it behooves us to kill off Rats and Mice that destroy foodstuff to the value of about \$500,000,000.00 per annum. Use Rid-of-Rats. It is non-poisonous and can be used everywhere. No stench creating dead bodies. Rodents leave premises before dying. Only patented Non-Poisonous Exterminator in the world. Made only by the Patentees.

Price—15 cents per box, \$1.80 per doz., \$1.00 per lb. in bulk.

BERG & BEARD MFG. CO., Inc.
100 Emerson Place Brooklyn, N. Y.

OUR advertisers are helping us to improve Grain Trade conditions. SHOW YOUR APPRECIATION, Mention G. D. J.

DIRECT HEAT OR STEAM CONTINUOUS FLOW MADE IN ALL SIZES

Randolph Grain Driers

WIRE WRITE PHONE O. W. RANDOLPH CO. TOLEDO OHIO U.S.A.

Seventy-five per cent of the Magnetic Separators being purchased are of the Electro type. Connected with a direct current of Electricity from which the field obtains its magnetism, there is no possible chance of iron particles getting by.



Its strength increases with use rather than decreasing as in the case of the Permanent or old style type of magnet.

INVINCIBLE GRAIN CLEANER COMPANY
SILVER CREEK, N. Y.



A Tester Wants a Job
in your plant. These clutches will save you money, power, time and trouble. Investigate today. A card brings our **Free Booklet**.
Decatur Foundry, Furnace & Machine Co., Dept. L, DECATUR, INDIANA

For Accurate Moisture Tests
use our Grain Dealers Air Tight Cans for forwarding your grain samples.
ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.

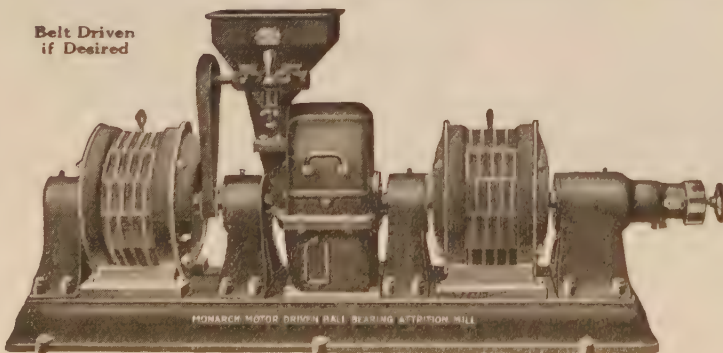
Give Your Ad a Chance to MAKE GOOD

Run it in the
GRAIN DEALERS JOURNAL

MONARCH BALL-BEARING ATTRITION MILL

*Designed and Built to Perform Satisfactorily
All Attrition Mill Requirements*

Belt Driven
if Desired



Years of experience in attrition mill building has enabled us to produce this "Monarch" of all Attrition Mills.

It, in your elevator, will pay big interest to you by

Saving Labor and Time

It is trouble-proof, delay-proof and has dust-proof bearings that require the minimum of lubrication and attention.

Write us today—now—for full particulars and descriptive catalog.

We have much interesting information about feed grinding that we will gladly furnish you.

Write for Catalog No. D115

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Mill Builders and Milling Engineers

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P. O. Box No. 26

Chicago Office: 9 So. Clinton St.

WHY WONDER WHERE YOU CAN GET SERVICE OR SUPPLIES.
THE GRAIN DEALERS JOURNAL CARRIES THE ADVERTISEMENTS
OF ONLY THE BEST

We can ship immediately BOX CARS

30-60,000 lb. Capacity.
40-80,000 lb. Capacity.
THOROUGHLY OVERHAULED
Pass M. C. B. and I. C. C. Requirements

Also have in stock galvanized

TANKS

For Grain Storage
ZELNICKER IN ST. LOUIS

Get Bulletin No. 270. It tells the story in 60 pages. Unusual values in Rails, Spikes, Switches, Engines, Boilers, Hoists, Scales, Locomotives, etc

Cover's Dust Protector

Rubber Protector, \$2.00

Best postpaid on receipt of price, or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



A Real Protective Paint

is one that successfully withstands for many years the attacks of rust and corrosion.

DIXON'S Silica Graphite PAINT

will effectually protect for years, roofs, stacks, fences, etc.

Time tests the efficiency of a paint. We have records of long service given by Dixon's Silica-Graphite Paint in all climates and all kinds of structures.

Protective paint should be bought on "price per year of service" basis, not "price per gallon."

Write for Booklet No. 15-B.

Made in Jersey City, N. J., by the
JOSEPH DIXON CRUCIBLE COMPANY
ESTABLISHED 1827.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/2 x 15 1/4 inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$3.25

GRAIN DEALERS JOURNAL

315 So. La Salle Street CHICAGO, ILL.

Have a Capable Feed Department

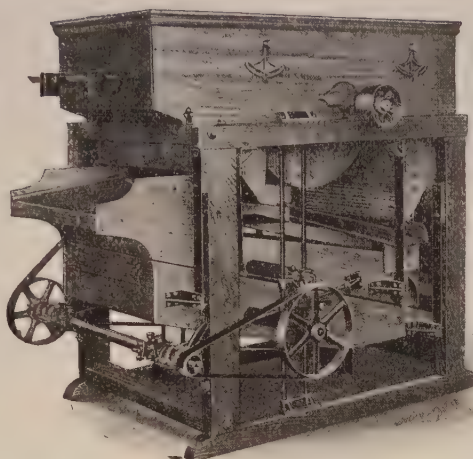
There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

J. B. EHRSAM & SONS MFG. CO.

ENTERPRISE, KANSAS



BUYING ONLY SOUND GRAIN

has made many an Elevator successful. But the right combination of pitch, surface, speed, and air separation, assures honest buying and selling.

Perhaps you are interested in the economic handling of grain. Bulletin 77 would prove profitable.

The Wolf Company

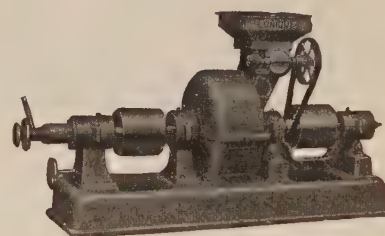
Chambersburg, Pa.

UNIQUE MOTOR-DRIVEN BELT-DRIVEN ATTRITION MILLS

will grind economically.

One man wrote us recently:

"In first month I did \$200.00 worth of grinding at a cost of \$35.00 for electric power. I charge 10 cents per 100 lbs."



ARE YOU GOING TO PASS UP THE OPPORTUNITY OF MAKING MONEY THIS YEAR? BUY A UNIQUE TODAY.

Write Nearest Office

Robinson Mfg. Co.

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79 Milk St. - - - Boston, Mass.
3325 Archwood Ave. - - - Cleveland, O.
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The Common Verdict

C. W. STONER & SON
Grain, Lumber, Coal
Iroquois, South Dakota

August 22, 1919.

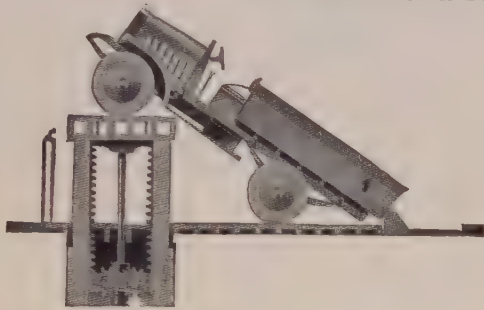
Trapp-Gohr-Donovan Co.,
Omaha, Nebr.

Gentlemen: Enclosed please find check in payment for your Auto Truck and Wagon Dump.

We want to say that this dump is one of the greatest inventions for the Grain Man and Farmer that has ever been invented. We could not get a carpenter and so we went to work and put it in ourselves.

Yours truly,

C. W. Stoner & Son



You'll say so, too
Write for particulars

TRAPP-GOHR-DONOVAN CO.

1125 North 22nd Street

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CONFIRMATION BLANKS

Simple-Complete-Safe

If you would avoid trade disputes, and differences and prevent expensive errors, use tripling confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs one and returns the other.

This places the entire burden for any misunderstanding of your intentions upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate, bound with pressboard and wire stitched, size 5½x8".

Order form No. 6 CB, Price 90 cts.

GRAIN DEALERS JOURNAL

305 S. La Salle Street
CHICAGO

Globe Combination Auto Truck & Wagon Dump

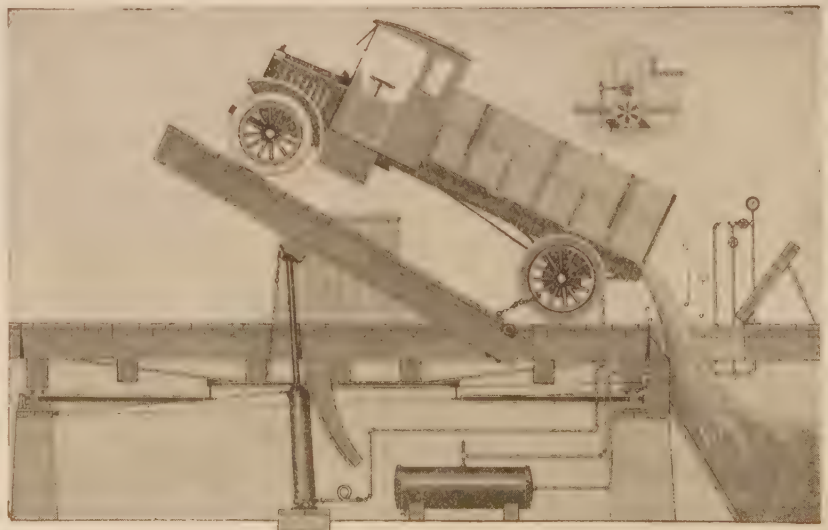
SIMPLE - RELIABLE - PRACTICAL

(SPENCER PATENTS FEB. 1919)

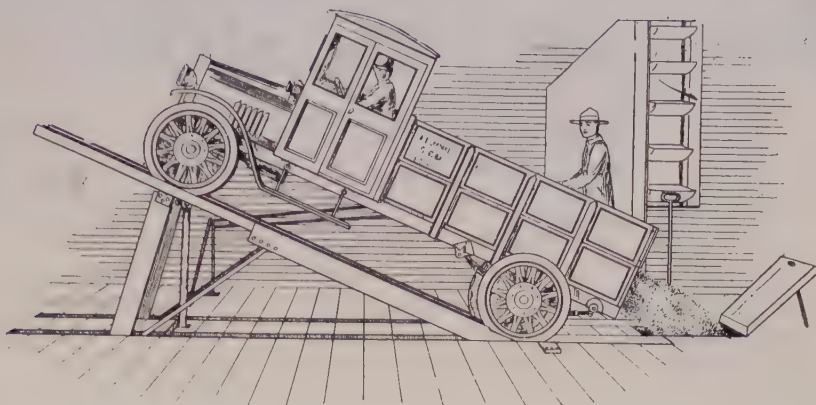
is absolute proof against accident

The simplicity of construction—the positive action—the ease of operation—makes this the choice of every elevator operator who has seen it. The Tilting Power Cylinder makes the "Dump Within a Dump" feature possible—dumps auto truck, wagon or sled, and fits any make or size of scale. Send for literature.

Manufactured by
Globe Machinery and Supply Co.
Des Moines, Ia.



Moffitt Automatic Truck Dump



IS GUARANTEED when properly installed

- to operate SMOOTHLY.
- to be a PROFITABLE investment.
- to require NO POWER to operate (which means the saving of practically one man's time.)
- to handle any load up to TEN TONS.
- to unload Trucks with GREATER EASE than you unload wagons on your present equipment.
- to unload Trucks as QUICKLY as you unload wagons.
- to LAST AS LONG AS YOUR ELEVATOR itself will last.
- to be FREE FROM EXPENSE OF UPKEEP from use during life of Elevator.
- to be just as SAFE AND DEPENDABLE as any modern WAGON DUMP.

It can be installed in ANY ELEVATOR OR MILL AT A SMALL EXPENSE.

YOU DO NOT PAY

for it until you have TESTED IT OUT and KNOW, as we do, that it will DO THE WORK PROPERLY.

We Guarantee That You Will Like It

Automatic Truck Dump Company
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Now 2 Sturdy *Ankorite* Types

TO the popular angle steel post, which has proved to be a wonderful money-maker for Ankorite dealers, we've now added another type that gives them one more tremendous advantage in shutting out competition—the Ankorite "T" post.

It is of the same sturdy construction as the angle post; flexible under strain, but always springs back into place. It has the famous Patented Crimped Anchor that makes the Ankorite the choice of every fence post buyer who has an opportunity to compare it with other steel posts.

No special fasteners to bother with—Ankorite Posts are provided with slots for fastening the wire with ORDINARY STAPLES.

Show your prospects these springy, rail steel Ankorite Posts and let them take their choice. Get in your order now for a shipment of each—THIS IS THE TIME TO HAVE THEM WORKING FOR YOU.

Get The Facts About This Hard-Hitting Sales Plan

It's a plan by which we'll go after your prospects from every conceivable angle with a series of straight-from-the-shoulder order-clinching letters, folders, farm paper and local newspaper ads. We'll guarantee to get customers into your store if you'll sell them the posts!

The plan is costing us thousands of dollars—it's free to you if you'll use it.

Want the new price list? A postcard or letter will bring it by return mail.

Patented
Aug. 21,
1917, Other
Patents
Pending

Calumet Steel Co. 208 So. La Salle St.,
Dept. - 9 - Chicago

OUR MOTTO for over twenty-five years has been **SAFETY FIRST**. During these years we have equipped thousands of elevators with dust collecting systems to



prevent explosions, and no dust explosion or loss of a single life has occurred in one of them.

Your liability attaches if you don't protect your elevator and workers.

FOR CATALOGUE, WRITE

THE DAY COMPANY
Minneapolis, Minn.

ACCOUNT BOOKS FOR GRAIN DEALERS

COMPLETE SET FOR \$5.00

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of over 2,200 cars, is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Weighs 3½ lbs.

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.



Harry's Sectional Grain Storage Tank

will solve the problem which the big grain crop of this year will put up to the Grain Shipper, the Grain Dealer and the Miller.

Sectional in construction, they can be shipped anywhere. They are easily and quickly erected with unskilled labor and are just as easily taken down for removal to another location.

The Harry's Grain Storage Tanks will add to your present storage capacity easily, quickly and cheaply.

We can furnish these grain tanks in various diameters and heights and in capacity up to 8,000 bushels or larger.

Made of best quality extra heavy galvanized iron, they are better and stronger than any other Grain Storage Tank made.

Write or wire at our expense for prices, giving capacity wanted in each tank, with diameters or heights preferred.

Harry Bros. Co., of La., New Orleans, La.

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U. S. Department of Agriculture equips its Grain Laboratories with Torsion Balances.



5055
Style No. 5055 Corn
Addity Determination and Pine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

The Torsion Balance Co.

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Factory:
Jersey City, N. J.

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WAGON LOADS RECEIVED

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9 1/4 x 12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$2.00

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Prevent
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TYDEN CAR SEALS

Bearing shipper's name
and consecutive numbers.

6000 SHIPPERS
Are now using them.
Write for samples,
and prices.

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The grain trade news? Then subscribe for the Grain Dealers Journal. Twice each month for \$1.55 per year.



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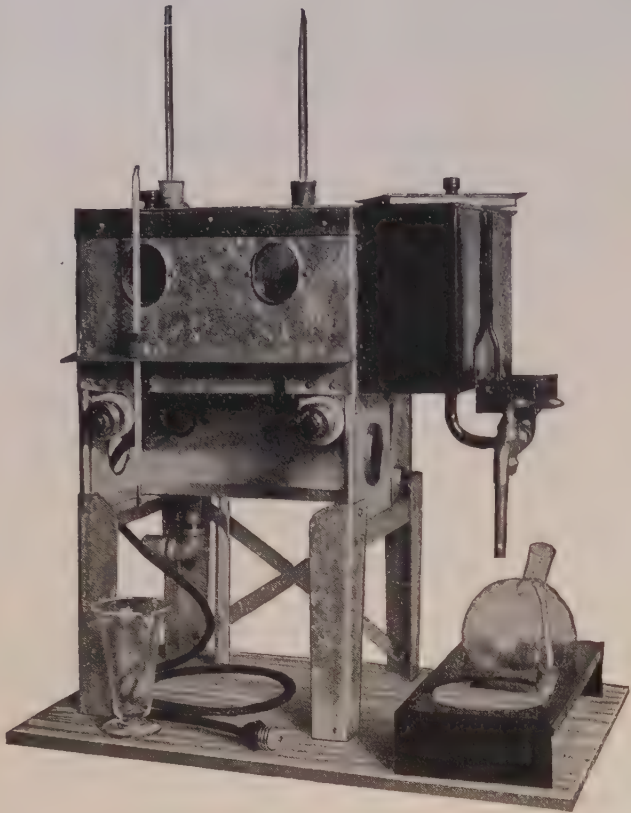
617 Vermont Street, LAWRENCE, KANSAS

Send samples and full information how Edgar Seals are saving money for shippers.

Quote price on..... Seals

Firm.....

Address.....



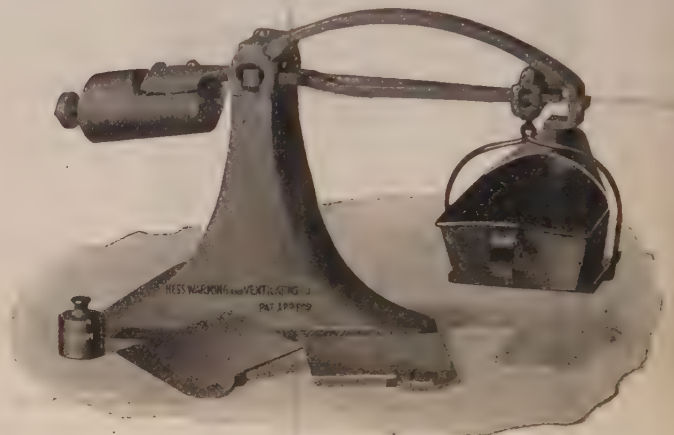
The Brown-Duvel Moisture Tester with glass or copper flasks, for alcohol, gas or electricity. Made with 1, 2, 4, or 6 flasks.



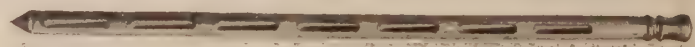
The Funnel for filling the bucket tester according to rule. Height adjustable.

A NEW BROWN-DUVEL

with official instructions for operation. Moisture Tester and accessories and testing. Our apparatus is guaranteed to be accurately made.



The Hess Moisture Tester Scale. Sensitive to 1-10 gram.



Brass Grain Probes or Samplers. Three sizes—for wagon or car.

That FREE STROKE

Did you get one? It shows all the grades of wheat, corn and oats in handy. Used also with the kettle tester. Send for no charge.

HESS WARMING & V

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THE MOISTURE TESTER

Also the latest and best prices on the all other apparatus for grain inspection used to conform to all government requirements.



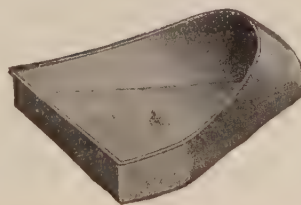
The Torsion Four-Purpose Scale for moisture test, bushel weight, dockage, etc.



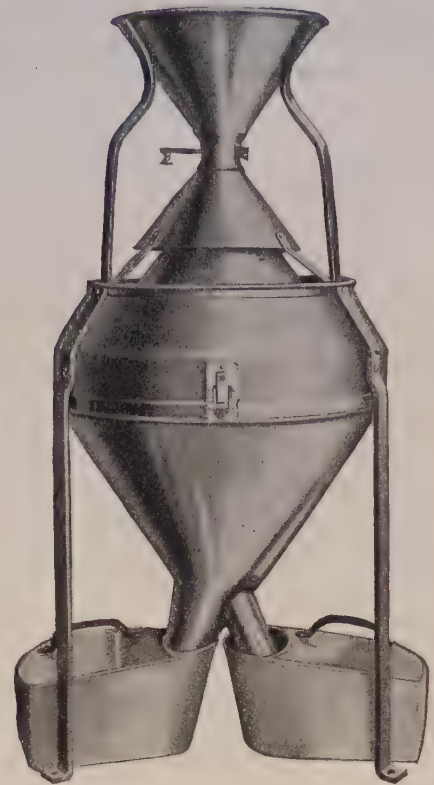
Alcohol-gas Lamp, for the moisture tester.



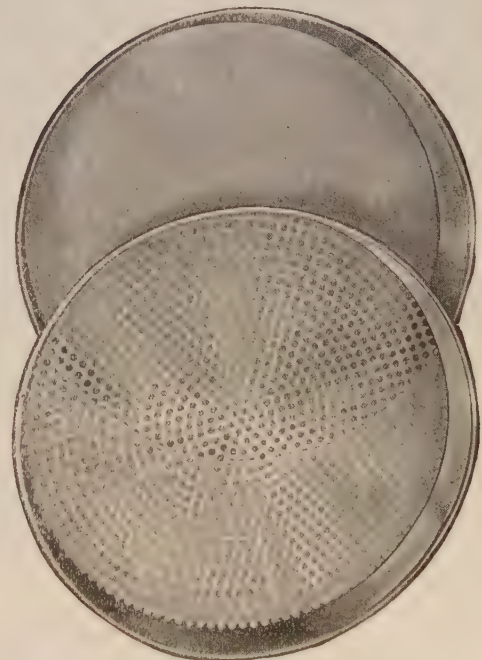
The Kettle Tester for bushel weight and for dockage. 3 sizes: pint, quart, 2 quart.



Aluminum Sample Pans. Two sizes, 12x16—9x11.



The Boerner Sampler or Splitter. Polished copper and steel.



Aluminum Dockage Sieve and Pan for corn.

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DON'T DELAY BUILDING!

We give you **QUICK ACTION**

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is economical and efficient in operation because it is correctly designed and properly constructed.

For years we have studied carefully the needs of the grain trade, progressing constantly with developments in engineering and construction, and we know how an elevator should be built to give complete satisfaction.

We build them that way.

Ask us for particulars on the house you plan to erect.

**Reliance
Construction Co.**

Board of Trade Indianapolis, Ind.

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CONCRETE AND WOOD ELEVATORS
CORRESPONDENCE SOLICITED

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Especially Designed for Economy of
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Your Individual Needs
are respected when your elevator
is designed and built by
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NORTH PLATTE, NEB.
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We make plans and build up-to-date
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22 years in one line. 1200
successful plants. We have
built in every state in the
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not use elevators. Our service
is available.

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STORAGE BINS
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MILL BUILDINGS

DEVERELL, SPENCER & CO.
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**HOLLOW TILE
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Fireproof, no upkeep,
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Built with
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COST LESS THAN
CEMENT OR WOOD
Special Construction. Plans
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**BUILDERS of
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WRITE US ABOUT THE
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W. C. BAILEY
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We can furnish and install equipment in old
or new elevators, guaranteeing greater capacity
with less power, and positive Non-Chokable
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Large or Small
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Any Size or Capacity
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HICKOK Construction Co.
MINNEAPOLIS & SPOKANE **ELEVATORS**

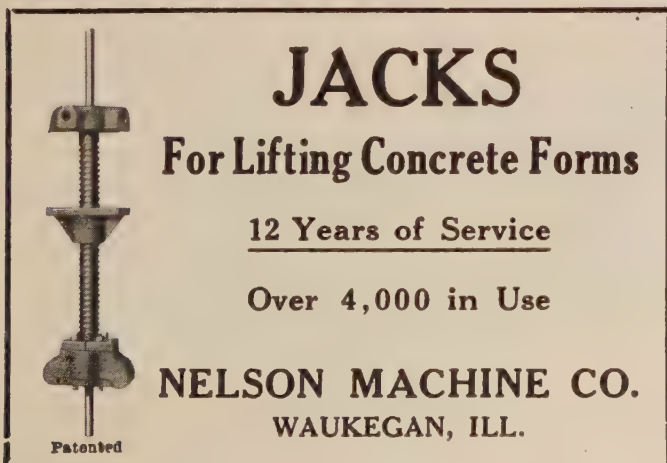
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Grain Elevator Repair Specialist
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Old elevators made almost new at lowest prices.
New elevators either wood or concrete given
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and in fact all grain men who are
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get onto all the ins and outs of the
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Then consult the "Elevators
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12 Years of Service
Over 4,000 in Use
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We manufacture all gauges of corrugated
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make Patent Cap Roofing, Roll Cap Roofing,
"V" Crimped Roofing, Metal Ceilings, etc.,
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**Corrugated Iron and
Metal Roofing
For Grain Elevators**
And take contracts either for material alone or job completed.
Write us for prices. We can save you money.

THE MOST MODERN ELEVATOR IN THE WORLD

Now in course of construction at Canton, Baltimore, Md.,
for the Pennsylvania Railroad.

JAMES STEWART & CO., Inc.

Capacity
5,000,000 Bushels

Designers and Builders
GRAIN ELEVATORS
IN ALL PARTS OF THE WORLD
GRAIN ELEVATOR DEPT.
15th Floor, Westminster Bldg.
CHICAGO
W. R. SINKS, Manager



GROUP OF TERMINAL ELEVATORS BUILT RECENTLY BY US AT Port Arthur, Ontario

FOR

The Grain Growers' Grain Company,
Limited.
The Saskatchewan Co-operative Elevator
Co., Limited.
The James Richardson & Sons, Limited.

**THE BARNETT-McQUEEN
COMPANY, LIMITED**

Designers and Builders of GRAIN ELEVATORS
Offices: Fort William, Ont., Duluth, Minn.
Minneapolis, Minn.



Pennsylvania Railroad Co.'s Terminal
Elevator at Erie, Pa. 1,250,000 storage
capacity, with marine leg, 25,000 bu. re-
ceiving capacity. All concrete, modern
construction, with latest improvements.

Designed and built under the
direction of

Folwell-Ahlskog Co.

McCormick Bldg. - Chicago, Ill.

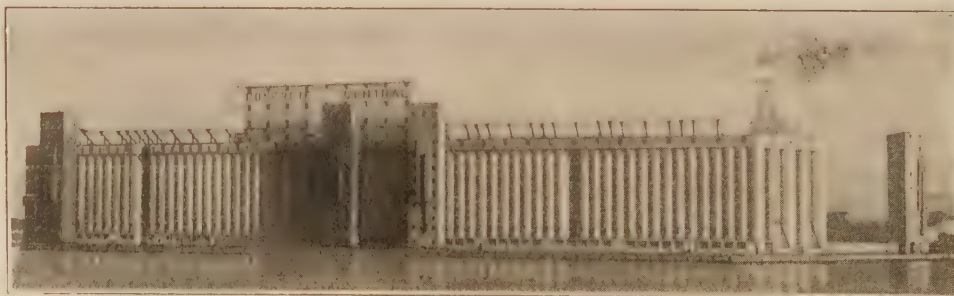
Write us for Estimates and Proposals

Monarch Built Elevators

assure you econ-
omical design,
first class work,
efficient opera-
tion.

SATISFACTION

Let us Submit Designs
and Prices



Concrete Central Buffalo, 4,500,000 Bu.

One of the modern houses which has made a record for rapid and economical handling

MONARCH ENGINEERING CO.,

BUFFALO, N. Y.



Elevator No. 2

**Manchester Ship
Canal Company**

Manchester, England

1,500,000 Bushels

John S. Metcalf Co., Ltd., *Grain Elevator Engineers*

54 St. Francois Xavier Street
MONTREAL, CANADA

108 South La Salle Street
CHICAGO, ILL., U. S. A.

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125 Strand
LONDON, W. C., 2, ENGLAND

FEGLES CONSTRUCTION CO.,

FORMERLY FEGLES-BELLOWS ENGINEERING CO., LTD. LIMITED

ENGINEERS—CONTRACTORS

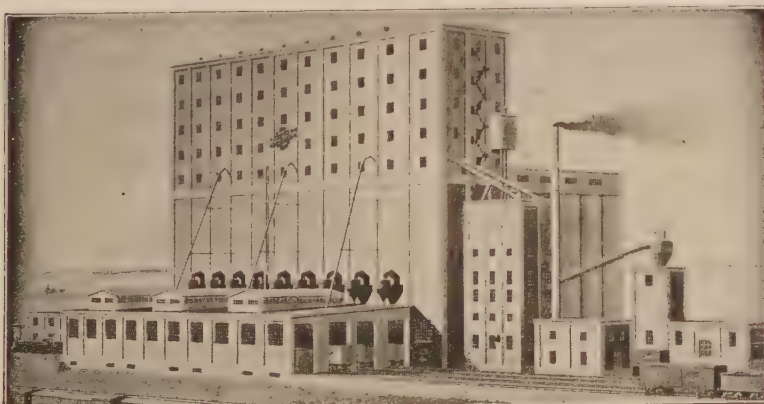
GRAIN EXCHANGE, FORT WILLIAM, ONT.

WE ARE PREPARED TO TAKE
AND EXECUTE CONTRACTS ANY-
WHERE. GRAIN ELEVATORS, MILLS
HEAVY ENGINEERING STRUCTURES

WE HAVE AN ENVIABLE RECORD FOR SERVICE



Elevator and Mill Designed and Built for Lake of the Woods
Milling Co., Ltd., Medicine Hat, Alberta.



The 1,250,000 Bushel

C. & N. W. Elevator

at

Council Bluffs, Iowa

is the latest acknowledgment of our
capabilities as Grain Elevator Engineers
and Constructors.

WITHERSPOON-ENGLAR CO.

1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof
MILLS AND ELEVATORS

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

GRAIN ELEVATOR and Lumber Yard in central Iowa for sale. Write for particulars to Perry, Box 3, Grain Dealers Journal, Chicago.

30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

25,000 BU. CRIBBED elevator in N. D. on Great Northern R. R. with Coal and Flour and Feed business for sale. Address: Chance, Box 9, Grain Dealers Journal, Chicago.

THREE CENTRAL ILLINOIS elevators for sale. Will sell together or separately. All located in the best grain section. Address: Main, Box 4, Grain Dealers Journal, Chicago.

FINE, NEW and strictly modern grain elevator in Decatur district, Ill., for sale. Nothing better in the state. Price right. Address: Value, Box 7, Grain Dealers Journal, Chicago.

ELEVATOR AND COAL business for sale in good Iowa town of 1200 inhabitants. In good running order; a good money maker for a hustler. Address: M, Box 7, Grain Dealers Journal, Chicago.

25,000-BU. CAPACITY ELEVATOR AT MAX. N. D. International line of machinery goes with the deal. Big grain point and good machine business. Price \$12,000. Cash \$7,000, balance terms. Address Ernest Balsukot, Plaza, N. D.

NEW 18,000 BU. elevator for sale. Well equipped with machinery, in A-1 condition. In good wheat, oats and corn belt. Doing good business. Good reason for selling. Address: Ketchum Elevator Co., Ketchum, Okla.

14 BIN CRIBBED Elevator, only \$2500. Liberal terms. Excellent location. Electric power and lights. A-1 condition. It is a snap. Located at Marshall, Wisc., on C. & M. & St. P. Ry. Address: D. V. Hales, Station "A," Milwaukee.

AN OHIO county Elevator handling 300 cars of grain, hay and merchandise for sale or exchange for town property or farm. Price \$4,500. Address Right, Box 8, Grain Dealers Journal, Chicago.

ILLINOIS ELEVATOR for sale. 90 miles from Chicago. Handles from 400,000 to 500,000 bus. of grain annually; one competitor; in good town with good churches and schools. An excellent opportunity for hustler. Address Silver, Box 8, Grain Dealers Journal, Chicago.

FOR SALE OR LEASE—8,000-bu. capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex Verdot & Co., Bonnot's Mill, Mo.

GENERAL ELEVATOR and feed business for sale. 1st class attrition feed grinder in connection. Also handle coal, farm machinery, fencing, building supplies, etc. No competition. Excellent business. Address: Field, Box 8, Grain Dealers Journal, Chicago.

Do you want the name and address of the man who should be working for you? Try an ad in the "Help Wanted" columns of the Journal.

AUCTION NOTICE.

PUBLIC AUCTION.

35,000 bu. capacity, all electrically equipped elevator, coal sheds and excellent flour and feed business in best grain producing section in N. cent. Iowa. Station handled $\frac{1}{4}$ million bus. last season. This ad appeared in the Oct. 25th issue of the Grain Dealers Journal under blind ad "Good, Box 8,." We received so many inquiries from this advertisement that we have decided that to be fair to all and give all an equal chance, that we will put this property up at Public Auction Nov. 21, 1919, 3 p. m. If you are interested, come and look the plant over—it will bear the closest inspection; if you are looking for an opening in a real grain territory, don't fail to be at Corwith, Iowa, Nov. 21st, 1919, at which time we will sell our property as described above at public auction. BOWLES-KESSLER GRAIN CO., Algona, Ia.

BUSINESS OPPORTUNITIES.

GRAIN and Coal business, well established, making money, for sale. Property equipt with elevator, machinery, warehouses and barns for handling whsle. and retail business. Located in modern little city in panhandle of Texas, center of shallow water irrigated district. Big wheat crop only partly marketed, big feed crop ready to market. A snap. \$3500 cash with terms that profits can handle, will buy it. For full description, Box 145, PLAINVIEW, TEXAS.

IF YOU are desirous of obtaining more capital for the extension of your business; if you have land or realty to exchange for an elevator; if you have money to invest in the grain business, make known your desires in the "Business Opportunities" columns of the Grain Dealers' Journal.

FOREIGN REPRESENTATION.

WITHERS, SON AND BROOKE, Grain Brokers and Merchants of West India house, Bristol, England, are prepared to represent in the United Kingdom a really first class firm of Grain Exporters.

Under **SITUATIONS WANTED** you will find a capable manager, grain buyer or traveling solicitor. The man who has enough push to advertise his services in a high class trade journal is the kind of a man you want.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker Frankfort, Indiana.

ELEVATORS FOR SALE—Write to Julian L. Buckley, Elevator Broker, David City, Nebr.

IF YOU WANT to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

"We have sold the elevator. The first reply to our WANT AD was a buyer." McGregor, Iowa

I am glad to say that the Grain Dealers Journal is the best I take, and I would not do without it.—R. J. Mitchell, Lewistown, Mont.

ELEVATORS WANTED.

ELEVATOR WANTED. Send description and price. C. C. Shepard, Minneapolis, Minn.

20 TO 30,000 BU. elevator wanted. Located in Iowa. Give full particulars first letter. Address: Clare, Box 9, Grain Dealers Journal, Chicago.

15 OR 20,000 BU. elevator wanted in Northern Ind. or N. E. Ohio. Full details requested 1st letter. Address: Hoosier, Box 8, Grain Dealers Journal, Chicago.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers' Journal.

ELEVATOR IN N. ILL., Iowa or Minnesota wanted to buy for cash. Do not object to side lines of coal, lumber or machinery or general store. Give full particulars first letter. Address: W. F., Box 9, Grain Dealers Journal, Chicago.

WILL BUY, rent or operate on percentage basis elevators located in Ill., Iowa, Minn. or Wisc. Must be in good condition and doing good business. Give full particulars first letter. Address: S & K, Box 9, Grain Dealers Journal, Chicago.

FEED MILL FOR SALE.

FAST GROWING FEED MILL for sale. Doing heavy business year round. Modern and up to date good line customers. Will bear closest investigation, located in best town in Okla., on 5 railroads. Will take \$35,000 to handle. Address: Mill, Box 9, Grain Dealers Journal, Chicago.

YOU MAY BE MISSING SOMETHING

If you do not read the Wanted and For Sale ads each issue. If you have something to sell or exchange, insert small advertisement in the Wanted and For Sale Department. When in need of an employee or employment write Grain Dealers Journal, 305 S. La Salle St., Chicago, Ill.

BROKERS WANTED

STRICTLY COUNTRY BROKER Wanted. One in Mo. and one in Iowa to buy corn and oats for us on a brokerage basis. Address: Corn and Oats, Box 8, Grain Dealers Journal, Chicago.

OFFICE SUPPLIES.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

OFFICE DESKS, Office and Store equipment for sale. Prices that are "RIGHT." Goods that are more than "RIGHT." Write for MAIL ORDER Catalogue. Wichita Store & Office Equipment Co., 147 N. Emporia Ave., Wichita, Kan.

FOR SALE—Burroughs, Wales, American, Dalton, Standard, etc., adding machines, half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 236 Fourth St. South, Minneapolis, Minnesota.

SITUATIONS WANTED.

AS MANAGER of elevator. Prefer Ind. or Ill. 5 yrs. experience. Married. Can give bond for any amount. Address: Bond, Box 7, Grain Dealers Journal, Chicago.

AS MANAGER of Country Elevator, 15 yrs.' experience in Grain, Feed & Coal. Good book-keeper. Married. Prefer Iowa or Minn. Address: West, Box 4, Grain Dealers Journal, Chicago.

EXPERIENCED GRAIN MAN who has a good acquaintance with Ill. shippers and is willing to work hard to produce results seeks situation in some line of the grain trade. Address: Mason, Box 9, Grain Dealers Journal, Chicago.

AS MANAGER of country elevator. 8 yrs. experience in grain, feed and coal. Good book-keeper. Employed at present as manager, but wish to change. Can give good references. Address: Manager, Box 7, Grain Dealers Journal, Chicago.

AS MANAGER of Ill. Farmers' Elevator Co. American, 35 yrs. old, married. 7 yrs. exp. in all branches of country grain business. Expert bookkeeper. Can handle any side lines, collect claims, etc. Best of references. Address: American, Box 9, Grain Dealers Journal, Chicago.

MIDDLE AGED man with over 20 yrs. experience in grain business with large concerns in market centers desires position with good company. Have been manager number of years. Prefer locating in Colo., Calif., or Tex. Address: Worth, Box 9, Grain Dealers Journal, Chicago.

AS MANAGER of country elevator in Iowa or Ill. wanted: Farmers' or individual, no line company. Can handle all side lines and any kind of grain machinery. Can furnish the best of references. Good book-keeper. 34 yrs. old and married. Must be a man's size job, with a good future. Address: Capable, Box 7, Grain Dealers Journal, Chicago.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

MALE HELP WANTED.

SUPERINTENDENT of experience in handling terminal elevator. Must be thoroughly capable and energetic. A splendid opportunity for the right man. Address: New House, Box 9, Grain Dealers Journal, Chicago.

DO YOU want a machine or machinery? Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experience, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, manager? Let the Want Ad Man get one for you.

MALE HELP WANTED.

EXPERIENCED CASH GRAIN MAN for terminal market wanted. Floor salesman and office work with large firm. Address: Buyer, Box 6, Grain Dealers Journal, Chicago.

SUPERINTENDENT of experience and ability to handle modern terminal elevator. Young man of energy and initiative preferred. Address: Big Opportunity, Box 9, Grain Dealers Journal, Chicago.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees needed in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

COMPETENT GRAIN MAN, married, middle aged and experienced to take charge of elevator on middle division of Ill. Cent. Suitable residence furnished as part salary. Write for appointment with directors, to Julius Flesner, Flanagan, Ill.

ELEVATOR FOREMAN for 2 elevators in town of 8,000. Electric power, good schools, good water, fine climate. Must be familiar with winter wheat, kaffir and Maize. Excellent opportunity for advancement. Salary to begin \$125.00. CLOVIS MILL & ELEVATOR CO., Clovis, N. M.

EXPERIENCED FOREMAN for Alfalfa and Mixed Feed Plant wanted, located in town in Eastern Wash. Want man well acquainted with the manufacturing of Alfalfa Meal and Mixed Feeds, and one who knows how to operate and keep up machinery. Want man used to wearing overalls. Give full particulars, credentials and salary expected in 1st letter. Address: Alfalfa, Box 6, Grain Dealers Journal, Chicago.

MACHINES FOR SALE.

THESE GOODS MUST BE SOLD.
If prices are too high, write us.

One (1) Noyes 9x24 three pair high roller feed mill, all belt driven. Good repair except needs re-corrugating. Can be seen running. Price \$350.00.

Two (2) Foos Scientific, Style T Feed Grinders, good order, except need new grinding plates. Can be seen running. Price each \$95.00.

One (1) No. 8 Bowsher Feed Grinder. In good order except needs new grinding plates. Price \$85.00.

One (1) Nordyke & Marmon Plantation Burr Mill. Needs repair—\$25.00.

One (1) Horizontal Tubular Steam Boiler, 52" in diameter, 14' long. In good order. Will pass boiler insurance inspection. Price \$600.00.

One (1) Horizontal Tubular Boiler, 64" diameter, 14' long. In good order. Full flush front. Will pass boiler insurance inspection. Can be seen under pressure. Price \$850.00.

One (1) 40 horse, right-hand automatic Atlas engine. Needs repairs. Price \$75.00.

One (1) 40 horse, left-hand plain Atlas engine. Needs repair. Can be seen running. Price \$90.00.

One (1) 25 horse, center crank Atlas engine. In good repair. Price \$150.00.

One (1) 40 horse, Lycoming engine. In good repair. Part of brasses missing. Good for electric light purposes. Price \$100.00.

One (1) No. 3 Cornwall Corn Cleaner. In good serviceable condition. Price \$125.00.

One (1) Self-dumping sack or package elevator, 37' over-all. All steel. Worm gear. Driven by Fairbanks-Morse motor. Can be seen running. Price, including motor, \$600.00.

These prices represent a saving of 60% to 75% on present cost price.

All prices f. o. b. Crawfordsville or equal rate point.

CRABBS REYNOLDS TAYLOR CO., INC.,
Crawfordsville, Ind.

MACHINES FOR SALE.

ONE JOHN DEERE Portable Corn Loader for sale. Complete with 18 ft. Conveyor. For price write Alhambra Grain & Feed Co., Alhambra, Ill.

ONE 3 PR. High Noyes Roller Mill 9x30 rolls, 2 Le Page cut. One No. 16 Ferrell Seed Cleaner, 40 screens, 28x42. Address: Pyrmont Mills Co., Pyrmont, Ind.

ONE 25 BBL. Midget Mill, one 50 bbl. Midget Mill for sale. All kinds of new and used Mill machinery. Address H. C. Davis, Mill Machinery, Bonner Springs, Kans.

PRICED TO SELL. 1 Hall Signaling Grain Distributor 7 inch 8 duct. Good as new. Also some belting, steel cups, sprocket wheels and iron pulleys. Farmers' Elevator Co., Badger, Iowa.

FOR SALE: BIG LOT of elevator belting and cups, No. 9 Clipper, No. 1 Monitor Receiv'g Separator, Elevators, Shafting, Pulleys and Hangers. 20 carloads of everything in the elevtr. and milling line. A. D. Hughes Co., Wayland, Mich.

THE UNION CITY ELEVATOR CO. of Union City, Ind., offer the following machinery for sale: 5 double stand Richmond Rolls, size 6-16. 1 Thomas McFeeley Co. Grain Feed and Blender. 1 Richmond Flour Packer. 1 No. 0 Richmond Bran Duster. 2 No. 1 Nordyke & Marmon Purifiers. 1 No. 2 Grason scourer, 15 to 20 bu. per hour. 1 Plansifter, size 0%. 1 24 in. by 7 ft. Richmond Roller Reel. 1 18 in. by 7 ft. Richmond Roller Reel. 1 Barnard & Leas Dust Collector. 1 Prinz & Rau Dust Collector. 1 Cyclone Dust Collector. 1 Roll Exhaust Fan with trunk. 17 stand elvtr. head and boot for 3-3 buckets. 1,000 ft. 4 in. cotton belting with 3 in. buckets. 1 Fairbanks Hopper Scale, 400 bus. capacity.

REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,
9 S. Clinton St., Chicago, Ill.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, and sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. **READ and USE THEM.**

MACHINES WANTED.

USED FREIGHT ELEVATOR wanted, 1 ton preferred. Must be in good condition. The Union City Elevator Co., Union City, Ind.

SECOND HAND No. 16 or No. 47 Clipper Grain Cleaner WANTED. Must be reasonable and fully equipped. Draper Bros., Red Lodge, Mont.

DYNAMOS—MOTORS.

ONE 5 H.P. Westinghouse Motor practically new. One 2 burner (gasoline) Hess Moisture Tester and Scales. Lot Belting, Cups, Boots, Pulleys, Shafting, etc. Can ship at once. Cole Grain Co., Peoria, Ill.

35 H. P. GENERAL Electric Motor, Type KT, form B, 60 cycle, 3 phase, 220 volts, speed 1200; one No. 8 combination Bowsher Mill; 75 ft. 8 inch Leather Belting, for sale. Motor and Mill in A-1 condition. R. F. Roessler, Waseca, Minn.

ENGINES FOR SALE.

ONE 25 H.P. MUNCIE OIL Engine in good condition for sale. Address: Monon Mill & Elevator Co., Monon, Indiana.

HAMILTON CORLISS Engine 16x36 and two 30 H. P. Boilers for sale. Address: M. C. Peters Mill Co., Omaha, Nebr.

TWO 25 H. P. International Mogul Engines in good shape for sale. Address: White Star Co., Wichita, Kans.

25 H.P., I. H. C. Mogul Kerosene Burner Engine for sale. Will run 20" Grinder to perfection. Engine guaranteed to be in A-1 condition. Reason for sale, installed electricity. Inquire Huebner Bros. Co., Forest Jct., Wisc.

TWO 3½ H.P. CHARTER Gasoline Engines, as good as new for sale; also one 4 ton Howe x14 Platform Scale with Recording Beam. Used about 3 months. Make us a bid. J. A. Campbell & Son, Atlantic, Iowa.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

GAS ENGINE, 40 H.P. FOOS make, practically new, 26 H.P. New Era, 9 H.P. Foos, 5½"x24" Buckeye Automatic Engine, two 75 H.P. Heine Watertube Boilers, 200 H.P. Hoppes Heater, \$150. Casey Boiler Works, Springfield, O.

ONE 40 H. P. International Gas and Oil Engine, operating grain elevator and feed mill, for sale. Can be seen running any time. Reason for selling: contemplating electrifying plant. Also one 16 H. P. Fuller & Johnson Gasoline Engine for sale. This engine needs to have the piston and cylinder ground. Address: Lodi Grain Co., Lodi, Wisc.

SCALES FOR SALE.

60,000 LBS. CAPACITY Howe Hopper Scale for sale for \$100.00. Have Automatic, reason for selling. Address: B. E. Morgan, Rossville, Ill.

NEW AND REBUILT scales of all kinds. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

ONE 100 TON Fairbanks Track Scale, 50 ft. Type Registering Beam. Good as new. Price \$475.00 F.O.B. Bellevue, Ohio. Write Bellevue Flour Mills, Bellevue, Ohio.

100 BU. HOWE Hopper \$45.00; 200 bu. Fairbanks Hopper \$50.00; 500 Bu. Standard Hopper \$60.00; 100 Bu. Fairbanks \$45.00; 500 Bu. Monarch Hopper \$100.00; 500 Bu. Fairbanks \$150.00. Richardson Scale Co., Wichita, Kansas.

TWO (2) PAIR of Avery Automatic Grain Scales for sale. Used 2 seasons. Hopper capacity 8 bus. wheat. Our reason for selling is that we have installed a railroad track scale which weighs a whole car at a time, and we have no further use for the automatic scale. Almyra Elevator Co., Almyra, Ark.

RICHARDSON AUTOMATIC BAG SCALE. New. Suitable for track, complete, used 10 days. Very cheap.

NATHAN KLEIN & CO. 210 Center Street. New York City.

SCALES REPAIRED AND SOLD
50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.
COLUMBIA SCALE CO.
2439 N. Crawford Ave. - - - Chicago, Ill.

STEAM ENGINES, BOILERS.

TWO SECOND HAND 40 h. p. Boilers with fixtures; two second hand 30 h. p. Steam Engines, one second hand 50 ft. Smoke-stack for sale. Address Holmes & Maurer, Lincoln, Ill.

ENGINES WANTED.

USED GASOLINE or oil engines wanted. Fairbanks and Otto preferred. State price and condition. Address: Engine, Box 9, Grain Dealers Journal, Chicago.

IF U NU

How easy it is to sell anything thru a want ad in this paper, you would send in your ad at once.

Try it. At least ask us about the success of others.

GRAIN DEALERS JOURNAL
LA SALLE ST., CHICAGO.

USED BELTING

Large quantity balata, canvas and friction surface rubber belting, A-1 condition. Any size, any length, at prices that are interesting.

National Belting and Salvage Company
600-02 East Water St. MILWAUKEE, WIS.

LEATHER RUBBER BELTING CANVAS STITCHED

An Enormous Stock of New and Used Power Transmission Machinery, Belting, etc.

TEUSCHER AND SON
MACHINERY SUPPLY CO.

527 N. Second St., St. Louis, Mo.
Send for No. 18A BARGAIN PRICE LIST

GRAIN SHIPPING LEDGER — Form 24

An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship. The pages are 10½x15½ inches, used double.

The book contains 100 double pages of the best linen ledger paper. A regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$3.25.

GRAIN DEALERS JOURNAL, 305 So. La Salle Street, CHICAGO, ILLINOIS

KEEP POSTED

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar Seventy-five Cents for one year.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

bus.

State.....

Use Universal Grain Code and Reduce Your Tolls.

MACHINERY
For Grinding, Elevating and Conveying all kinds of grain, of standard makes, from smallest to largest capacities.

NEW AND 2ND HAND REBUILT FLOUR MILL MACHINERY

Big Stock

We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

Write for Net Price Book No. 75-B

B. F. GUMP CO.
THE MILL SUPPLY HOUSE
431-437 South Clinton Street, CHICAGO, ILL.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

TIMOTHY SEED on hand, for sale. Address: James F. Umpleby, Pana, Ill.

FIELD PEAS: Common, June, Chang, Oger-naw, Hidalgo. Ask for prices and samples. Edw. E. Evans, West Branch, Mich.

WANTED.

BALED CORN HUSKS, Timothy and Clover Hay, Oats Straw and Grain WANTED. **THE HAMILTON CO.,** New Castle, Pa.

SEEDS WANTED.

CLOVER SEED WANTED. Mail samples and prices to Walter G. Trumpler, Tiffin, Ohio.

YOU CAN MAKE A PROFIT on the soy beans that are being threshed in your neighborhood. Send us samples for price or ask us for any information you need. **O. M. SCOTT & SONS CO.,** 17 Main Street, Marysville, Ohio.

SCREENINGS WANTED.

CORN, WHEAT, Barley, Seed Screenings, Oat Clips and Elevator Offal. Send average sample. Geo. B. Matthews & Sons, 420 South Front Street, New Orleans, Louisiana.

OFF-GRADE WHEAT, BARLEY, Corn or Oats, Wheat Screenings, Corn Screenings, Corn Bran, Oat Screenings, Oat Clippings, Barley Screenings, Barley Chaff or elevator screenings of any kind wanted. Please send samples. **B. J. Burns,** 324 Chamber of Commerce, Buffalo, N. Y.

BAGS FOR SALE.

SECOND HAND BAGS FOR ALL PURPOSES. Offices: N. Y., Pittsburgh and Utica. **Utica Bag & Burlap Co.,** 438-40 Whitesboro St., Utica, N. Y.

2000—2ND HAND Cotton Grain Bags for sale. Hold 2½ bushels wheat. Price 25c each F. O. B. St. Louis. Address: Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. **WM. ROSS & CO.,** 409 N. Peoria St., Chicago

SEND SAMPLES

of

Timothy, Red Clover, Alsike, Red Top, Hairy Vetch, Bluegrass, Orchard Grass Seed, Rye and Winter Oats, to

The Belt Seed Co.

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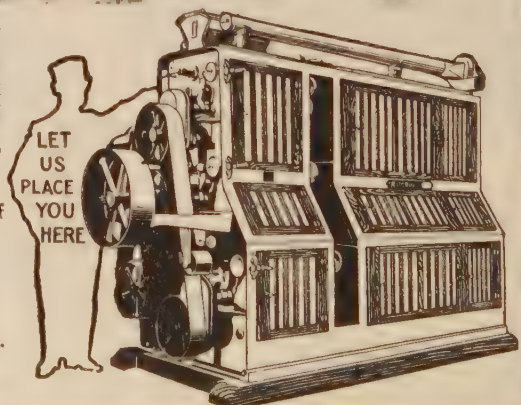
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GRAIN DEALERS JOURNAL

Published on the
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THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsibly firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, NOVEMBER 10, 1919

SHIPPERs will no longer need to get a special permit to ship grain to a terminal market. All that will be necessary will be to get a box car.

IT IS decidedly encouraging to note that several elevator fires have recently been extinguished in their incipency thru the prompt use of fire extinguishers which were at hand.

THE BUILDING of switch tracks to elevators may properly be an expense of the elevator if no one else profits by the structure, and if no one else is permitted to use it. However, Public Utilities Commissions of different states seem quite favorably disposed to encourage local industries by ordering railroads to install the needed switches.

A NEBRASKA correspondent, whose office is some distance from the plant, had a good portion of a gravel roof blown thru his window recently and the rain beat into the plant, doing considerable damage. That is one more argument in favor of a rust resisting iron roof, properly laid. It will protect the property from the elements and sparks.

THE EMBARGO on wheat exports, except with the consent of the U. S. Grain Corporation, is continued in defiance of the judgment of experienced wheat handlers. European exchange is at such a great discount that European merchants must work at a great handicap in handling U. S. wheat. Our Government has almost exhausted the ten billion dollars credit which was authorized by Congress, and no other credits are likely soon to be voted. The maximum exports under present conditions will be rigidly restricted.

TWENTY-POUND sample white oats are not very desirable. Yet a car received in Chicago recently was so graded. It is doubtful if the shipper was able to load the car to its minimum capacity.

CORPORATIONS permitting their employees to engage in rat shooting contests will hesitate to give their permission after reading our report of damage suit for \$20,000 filed against an Ohio elevator company whose manager, in attempting to shoot the rats inflicted serious injury upon a disinterested party. This pest can be removed thru the use of traps, cats and poison, so that firearms are not necessary.

RESALE of government wheat stocks as announced today leaves a range of 7 cents or more for wheat prices to fluctuate after being purchased of the grower, and the subsequent advance of 3 cents per month will be appreciated by cash handlers everywhere. As the Grain Corporation reserves the right to deliver No. 2 and No. 3 on contract requisitions those millers who wish to be sure of a good grade of wheat will prefer to buy by sample in the regular trade channels.

GRAIN BUYERS would have less trouble with the producers if all crooks among them were taken into custody as was one farmer of Shelby County, Indiana, last week, on a grand jury indictment for selling his crop to one elevator and delivering to another after harvest. He is now out on \$500 bail, but is so well known he can not play the same trick twice in that neighborhood. It is to be hoped that full information regarding this man's end will be laid before all the officials of the so-called Indiana Farmers' Federation.

SPECULATORS who bot and held the better qualities of wheat, hoping to sell later at a much higher level than the basic price will get no sympathy if the Wheat Director lets go his stocks at that price plus carrying charges. They are not looking for sympathy. There is nothing in the law or the regulations of the Wheat Director compelling a holder of wheat to resell at any price; and those elevator men who have choice hard wheat in their houses will do well to hold for much higher prices until the promise of the coming Argentine wheat crop is known.

FOURTEEN grain elevator fires are reported in our "Grain Trade News" columns this number. The total loss is estimated at \$300,000, much of this being on buildings and most of the balance being on wheat. Known causes of fires are short circuit, hot box, hot cigar and dust in coils of steam drier, all of which could have been prevented if ordinary precaution had been exercised. The mutual fire insurance companies specializing in the insurance of grain elevators and contents, can protect the careful policy-holder from the payment of losses on extremely hazardous risks such as those having wood head pulleys, shingle roofs and gravity fed gasoline engines, but they cannot protect such policyholders from the carelessness of the slipshod operator who does not buy insurance and hence is not directly interested in reducing fire losses and insurance premiums.

A KANSAS farmer, being unable to market his wheat because the elevators were full, paid \$9.00 for the privilege of shipping a donkey in a furniture car to his favorite elevator man with the distinct understanding that the elevator man would load the car with his wheat, and he did.

TERMINAL ELEVATOR operators will be pleased to know that recent inventions promise to facilitate mechanical unloading of box cars in about one-sixth the time now consumed in this work, so it is probable that the receiving capacity of all terminal elevators will be materially increased, and the cost of unloading greatly reduced. This will also be good news for country shippers who have been assessed heavily for demurrage because of terminal market congestions.

ARBITRATORS need legal advice if they are to give decisions that will have any standing as precedents. This never was more plainly proved than in the decision by the Texas com'ite published elsewhere in this number, where on appeal to the Executive Com'ite that body dissented, holding that the majority decision did violence to the right of contract. Such disagreement could not arise under the improved arbitration devised by the Chicago Ass'n of Credit men, wherein a judge in office instructs the arbitrators just how the law bears on the case in question.

GRAIN DEALERS everywhere who use the telegraph blanks, which, like the latest "standard claim blanks" have numerous rules, regulations and restrictions printed in fine type on the back, will be pleased to know that the Supreme Court of Illinois has held void the provisions exempting telegraph companies from liability for errors unless message is repeated or insured, so that senders can recover damages sustained thru errors committed by employees of the telegraph company. In the case at bar, the sender of the message offered to sell 12,000 dozen eggs at 23c a dozen. The Postal Telegraph Company, before delivering the message, changed it to read 20c a dozen, and the receiver accepted the offer and the sender was thus forced to lose 3c a dozen on his eggs. Fortunately, the Supreme Court gave the plaintiff judgment for the full amount of his loss.

STANDARD form claim blanks which the railroads have been supplying to some shippers free of charge have many rules and regulations printed on the back which no doubt are designed to foster and protect the interests of the railroad companies. Shippers are not required to use such claim blanks and the railroads must of necessity give just as fair consideration to a claim filed on a perfumed sheet of pink bond as upon its sheet of post office manila. The essential point to be observed in filing every claim against the railroad is to prove delivery of the full amount of the grain to the carrier and to prove that it failed to deliver at destination the full amount received. Anything pointing to a failure on the part of the carrier to perform its full duty will help in securing recognition for the claim. Refusal to consider any fair claims should be followed promptly with a suit to collect the full amount.

ONE OF the novel improvements being installed in country elevators is the displacement of old, wornout wood bottoms with reinforced concrete bin bottoms. It should be an easy matter to make the concrete bottoms grain-tight. Concrete gives relief from many of the grain dealer's troubles.

CARS ARE so scarce in the West and Northwest that grain dealers of many sections complain of their elevators being full and much grain back in farmer's hands because they cannot take it in. With no war commodities to transport, it would seem possible for the railroads to handle the grain traffic with reasonable dispatch. But on the contrary, the shippers have been given poorer service than for years past. What is more, the Government's report on new corn crop indicates that the carriers will have much to do before the grain crops are all marketed.

EXTENSION of the food and fuel control for six months after peace is declared as desired by the Attorney General solely to strengthen his hands in dealing with the coal miners is the wrong way to gain this end, because the food control act embraces so many commodities that could be handled with greater economy without government interference. It would be wiser to enact an entirely new law providing that nation-wide strikes depriving the people of an article of necessity or obstructing transportation or public utilities was unlawful. At most the fuel section alone of the Lever bill could be re-enacted. The autocrats of the world have always longed for more power.

Deflation Now Due.

The vast expansion of currency and credit incident to the war seems to have run its course. No business enterprise of merit has been denied ample credit as long the banks in turn could borrow of the federal reserve system at 4 to 4½ per cent.

While the United States increased its note circulation three times, France multiplied hers five times and England fourteen times. Germany increased its circulation fifteen times, and Austria exceeded all by multiplying its notes 20 times. Just as this increase in money was due to the fact that funds in vast amounts could be profitably employed, so the deflation of the currency and of credit will follow a trend in business conditions that is now becoming manifest, of smaller net returns on the capital employed, due to rising costs of manufacture and of doing business.

Anyone who doubts that the returns on capital employed are diminishing needs only to consider the hog growing and cattle feeding industry. These products are down ten cents per pound, corn is following the decline and later other cereals, with the exception of wheat, will join the downward movement.

A concrete example of the diminished demand for money is furnished by the B/L taken to the bank by the grain dealer. With corn at \$1 he needs to borrow but half what he required when the cereal was hovering around the \$2 mark.

Fortunately the grain dealer has an insurance against falling prices in the hedging facilities afforded by the grain exchanges. These should be employed at all times as a protection against an unexpected drop in the market.

Takes Exception to "Leaking in Transit" Reports.

In "Letters," this number, Mr. F. C. Maegly, Assistant General Freight Agent of the Santa Fe, takes exception to two reports of cars seen Leaking Grain in Transit, and published in the Grain Dealers Journal for Sept. 25th.

He overlooks the fact that our Leak column does not pretend to prove the shortage or to prove that shippers have performed all their moral obligations to the railroad. Many shippers who have reported cars leaking to train crews and station agent have met with sharp rebuff. The railroad employees evidently looked upon such information as a direct reflection upon the proper performance of their own duties.

If some of the cars do not leak enough grain to justify the filing of a claim, altho the loss may have appeared large, it should be gratifying to shippers and encouraging to railroad officials interested in the elimination of waste. Even tho everything Mr. Maegly says regarding the two reports be true, that does not prove any other reports of cars seen leaking grain in transit are without value.

We publish the reports as we get them and must depend upon our readers for reliable information. Unless the information we publish free of charge is not reliable, reporters cannot expect to help shippers. We cannot lose sight of the fact that reporters would soon establish a reputation for unreliability were they to report cars leaking when they did not have sufficient ocular evidence to justify such a report. They know, just as well as Mr. Maegly knows, that a car loaded with scrap iron will not often leak wheat.

Inasmuch as the purpose of our department devoted to "Leaking in Transit" reports has been called into question by Mr. Maegly, we wish to say that it was started primarily to help shippers to establish just claims; to encourage railroads to furnish better box cars and to pay just losses more willingly when proof of loss had been established. Then, too, the reports of leaks in transit should help to encourage those in charge of cooping cars at country stations, to exercise greater care and caution in cooping and strengthening cars, so they would be likely to deliver at destination the valuable grain entrusted to them at point of origin.

The wasteful handling of any necessity, especially in times of scarcity, is a crime, whether that waste be the fault of the shipper or the carrier. However, both can cooperate to greatly reduce this waste, and whenever such waste can be traced direct to the door of either the culpable party should be made to stand the loss.

We want all the facts obtainable regarding box cars seen Leaking Grain in Transit, and as for many years, we will always trust to the honesty of the man who sends us a report with the full knowledge and understanding that it will be published over his own name and address.

Our reports of box cars seen Leaking Grain in Transit have helped many dealers to prove loss of their grain to the satisfaction of the railroad claim agent; and we doubt not they will continue to pay claims supported by this evidence even tho Mr. Maegly seeks to throw suspicion on all our reports.

Thru bitter, long drawn out disputes, the railroads have originated many petty and novel excuses for rejecting claims for Grain Lost in Transit. Yet the majority of the progressive grain shippers of the land have persisted in filing claims for losses exceeding \$2.00 on the car, and their very persistence has so irritated the railroad officials that they have become more and more obstinate in the rejection of just claims. Until today, more grain lost claims are being sued than ever before.

The common law requires the carrier to deliver all grain received for transportation to destination, and if it fails to do this, then it must pay for the loss. So-called clean sheet records and other groundless excuses for rejecting claims have no standing in court.

If the railroad would but exercise one-half the care in preventing leaks that they long have exercised in preventing the payment of claims for losses due to leaks, the losses due to this cause would be reduced to such a small figure as to relieve them of most of their shortage claim worries.

Too Much Propaganda.

The public ear was keyed up to a high tension by war's alarms and the people reacted quickly to the literature put out by those striving to direct public opinion. Now that the war is over the emission of propaganda continues, but the people do not respond, as they recognize that the authors must have a selfish interest to serve.

The statement by the American Federation of Labor attempting to justify the miners' strike is an example of what General Leonard Wood describes as the "use of words to befuddle the people." This precious document totally ignores the initial point that any arrangement by two or more persons to limit the production of coal is unlawful. It fails as it deserved, to regain for the miners the sympathy they had in prior years, largely because the public is tired of propaganda.

Another example of unwise propaganda is an official circular of the Kansas State Board of Agriculture dated Nov. 1, in which the statement is made that

The Kansas farmer receives about \$2.00 per bushel for his wheat. It requires 4½ bushels to make a barrel of flour of 196 pounds. This barrel of flour will make 294 one-pound loaves of bread which will retail at 10 cents each, or \$29.40 for the barrel of flour when sold as bread. To this must be added the by-products in the manufacture of flour, as bran and shorts, valued at \$1.35. The consumer thus pays \$7.14 per bushel of the wheat for which the farmer receives only \$2.00.

Further the state board states that "Everything the farmer buys, etc., has greatly increased," without conceding that even greater increases have been suffered by flour handlers, bakers and retailers.

Even the Zone Manager resorts to pleasant fiction, as witness the announcement by the daily press last week that the grain dealers at a conference with a vice-pres. of the Grain Corporation has "recommended that the Wheat Director place a resale price on wheat," when the facts are the grain men did nothing of the kind. The resale of wheat is a good thing for all concerned, but it is not necessary for the Grain Corporation to represent that it is acting at the behest of the grain trade.

The Grain Corporation Will Stand by Its Agreement.

The early actions of Zone Manager H. D. Irwin, in the case of Bosson vs. McComas, caused many wheat handlers to wonder if the Grain Corporation would do violence to its specific agreement with them.

Mr. Irwin, 2nd Vice Pres. of the U. S. Grain Corporation, sought to induce the grain buyer at Castleton, Ind., to pay the producer 5c a bushel more than he had agreed to pay for wheat delivered, notwithstanding the producer had delivered the wheat and accepted payment without any protest or complaint to the buyer's agent, and without taking a sample for submission to the Zone Manager.

The officers of the so-called Indiana Federation of Farmer Ass'ns in their eagerness to get into the newspapers, and to convince the wheat growers of the state that they were preparing to do great things for their benefit, overreached themselves.

The complainant, farmer Bosson, not only failed to complain to the buyer against his grade, dockage or price, but he expressed complete satisfaction in a manner most gratifying to the buyer. His own computation as to the amount due him was promptly paid, and his complaint to the Zone Manager Irwin was not supported by a sample of the grain. As he failed to comply with the essential conditions controlling the settlement of disputes, Zone Manager Irwin had no option other than to refuse to give him any relief.

Our account of this controversy, which was published on page 526 of the Journal for Sept. 25th and our comment published on page 523 of the same number, disclosed the suspicion that the complainant in reality had no grievance, but he was simply striving to devise some excuse for agitating the farmers of the state.

The so-called Farmers Federation, having laid its plans to raise a large sum of money from the farmers of the state, needed evidence of work done in order to induce the farmers to contribute. Fortunately for the wheat buyers of Indiana, the hasty agitators found it necessary to ignore all the conditions under which the wheat guarantee is being made good to the growers in order to get the semblance of a case. Naturally, they lost out. So the grain dealers of the state are likely to have no more trouble from this source.

As was clearly pointed out in the Journal of Sept. 25th, the wheat buyers of the country were assured by the Grain Corporation that they would not be afflicted with any more retroactive orders which would wipe out meager profits long since realized. It has been pointed out in many meetings this year that under the new agreement with the Grain Corporation country buyers would be protected in their purchases unless the wheat producer protested to the buyer at the time of delivery.

Country buyers have nothing to gain by holding wheat when the price is fixed, so invariably ship it out as soon as possible. If producers were permitted to protest weeks or months after sales have been consummated, the country buyer would have no means of protecting himself against loss on the wheat purchased or on later purchases. All country shippers are guided in what they pay for grain by the price it will bring them in their

nearest market, so that if any complaints are to be made against their grading, dockage or price, it should in fairness be made quickly in order that they may change their price and protect themselves against loss.

The wheat shippers of the country, as a rule, have striven to co-operate with the Grain Corporation in making good the Government's guaranteed price to the farmer, and its refusal to ignore the terms and conditions of its agreement with the wheat handlers will encourage country elevator men everywhere to buy wheat right.

Leaks at Destination.

The frequent assertion of the U. S. Railroad Administration officials that box cars were in good condition for transporting grain may have been true, before the crop started to move, but the evidence of leaks in grain-laden cars upon their arrival in terminal markets proves conclusively that the cars were in far worse condition than even the shippers who loaded them suspected.

During the past four calendar months, 5,671 cars of grain were received in Toledo, and of this number 119 are reported by the Secretary of the Produce Exchange to have arrived leaking.

Figures compiled by the Minnesota State Weighing Department confirm the suspicion that box cars generally are in worse condition than ever. During the three months, August to October, inclusive, 45,729 grain-laden cars arrived in Minneapolis, against 54,715 during the same months of 1916, when the railroads of the Northwest were transporting grain in their own cars.

A recent investigation, conducted by State Weighmaster P. P. Quist, disclosed the fact that the Northwestern roads are now using large numbers of foreign cars which seem to be entirely unfit for transporting grain in bulk. A recent investigation of the box cars in use showed that about 78% of the box cars arriving in Minneapolis bore the initials of Eastern and Southern railroads.

The number of cars reported leaking during the past three months was 7,866, while during the same months three years ago, when the receipts were nearly 9,000 cars greater, the cars leaking numbered only 5,455.

Cars leaking at the end this year numbered 2,519; leaky sides, 3,057; leaky bottom, 709; no seal, 1,318; broken seal, 518; patched cars, 2,220; leaky lining, 426; leaky grain doors, 2,345.

Three years ago, with much larger receipts, only 2,079 cars were leaking at the end; 2,205 with leaky sides; 347 leaky bottoms; 1,121 no seals; 411 broken seals; 1,124 patched; 1,262 with leaky grain doors. All of which proves the extensive use of poor equipment, as well as the careless use of that equipment.

With the present high prices and smaller crops in the Northwest, it is natural to expect that all shippers would exercise greater care in coöpering and sealing their cars. But the records prove the contrary. To make conditions worse, the railroads, as tho determined to exceed all previous records of inefficiency and waste, permit the continued use of old, wornout cars that cannot be expected to transport bulk grain without loss.

All leak-reporting agencies seem agreed that box cars are leaking more grain than ever before notwithstanding their "perfect condition," a la Max Thelen.

Enforcing Contracts with Farmers.

A grain buyer at Rochester, Ill., purchased a farmer's corn crop at \$1.30, and advanced him \$3,000. The price went down, and the farmer after trying in vain to sell it for more elsewhere, tendered it to the original buyer, long after the time contracted for delivery. The buyer refused to accept and sued for damages, and the Supreme Court of the state has just confirmed the decision of the Appellate Court granting what he asked.

Every time a country shipper develops enough backbone to enforce his contract with farmers, he encourages other country buyers to insist upon farmers abiding by the spirit and letter of their contracts.

For many years, country shippers permitted farmers to ignore their contracts and to speculate with the elevator man's capital so that it is perfectly natural they should expect to continue this practice. When they make contracts, they should be required to fulfill them.

Grain Dust Explosions.

Dust explosions in terminal elevators continue to alarm owners and operators of dusty houses. The latest explosion, account of which was published in our Tennessee news column last number occurred in the Riverside Storage Co.'s elevator and warehouse at Memphis.

As is usual with these explosions, the entire plant was immediately enveloped in flames and the loss was nearly total. If the operators of terminal houses are to profit by the awful warnings of this year, they will cut many more windows in each story and keep them open. They will not think of operating a cleaning house without an up-to-date dust collector system, and they will install spouts with false bottoms to facilitate the removal of the fine dirt in the hope of reducing the dust explosion hazard.

The loss of life and property so far this year from the six explosions is so great as to be appalling. Certainly no one interested will ignore the warning.

Permit System Abandoned.

Country grain shippers have just learned with gratification that effective to-day they are exempted from the permit system, altho it will remain in force between terminal markets.

Theoretically it may seem practicable for a committee at a central point to allot cars to shippers at a thousand stations tributary to that terminal, but the movement of cars is a physical problem, and instead of the car arriving within the time in which the permit was to be used it is delayed until the shipper no longer can profitably use the car for the kind of grain or for the market to which the permit specifically limits him.

To protect himself the shipper in some cases has gone as far as to put in applications for permits to move grain in more directions than he actually contemplated shipment, in order to be able to do business at all, much the same as the astute commercial traveler dining on the American plan orders everything on the bill of fare and makes his selection after the dishes are placed before him.

Under the individual permit system the shipper never was certain that he would obtain either a permit or a car. He will rather trust his business to the tender mercies of the division railroad superintendent and go up against the inevitable embargoes.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Builder of Interlocking Bins?

Grain Dealers Journal: Can the Journal give me the name of a firm or contractor that constructs interlocking grain bin tanks?—Thos. Dougherty, Minneapolis, Minn.

Ans.: At Highland, Ill., is an elvtr. built of cement slabs dovetailed into one another.

Landlord's Lien in Iowa?

Grain Dealers Journal: Please advise us whether or not the landlord has to notify the elevator man that he should not pay the renter for grain because the rent has not been paid. Does the elevator man have to look after this without notice from the landlord?—Iowa Dealer.

Ans.: Specifically the law does not provide for notice. It reads:

Sec. 2992. Landlord's Lien. A landlord shall have a lien for his rent upon all crops grown upon the leased premises, and upon any other personal property of the tenant which has been used or kept thereon during the term and not exempt from execution, for the period of one year after a year's rent, or the rent of a shorter period, falls due; but such lien shall not in any case continue more than six months after the expiration of the term.

Following is a decision bearing upon notice, and holding against the grain buyer, indicating that the elevator man has to look out for the landlord, without notice:

Landlord's Lien—That one purchasing from a tenant corn on which the landlord had a lien had no notice of the landlord's rights or lien did not affect his liability to the landlord for the value thereof. A landlord, who, altho he learned of the tenant's sale of corn on which he had a lien before the purchaser had paid the tenant therefor, was told by the tenant and believed that he had received and disposed of the purchase price, was not estopped to assert his lien against the purchaser because of his failure to notify the purchaser of his rights. —Hodges v. Trans-Mississippi Grain Co., Supreme Court of Iowa. 143 N. W. 501.

Liability of Carrier After Placing Cars?

Grain Dealers Journal: We have had several claims refused by the railroad companies when the weighing department records show that cars came under their supervision at the elevators with one seal removed, and the railroads claim that cars were set at the elevator with seal intact.

We will thank the Journal to advise us who is responsible for the security of cars from the time they are placed at the elevator until they are actually weighed and unloaded.—Twist Brothers, Rochester, Ill.

Ans.: The weighing departments at all up-to-date terminal markets exercise the closest supervision of the sealing of cars. An employee of the department will take a record of the seals on the same car several times, when the sampler enters and it is resealed, when a state inspector enters and it is resealed; when a sample is taken by the Federal samplers, etc.

The weighing department is in position to know where the seal record is defective, and on request will investigate each car and report who is responsible.

The claim by the railroad company that "cars were set at the elevator with seals intact" is no defense, for the reason the railroad company's seal record on which it relies was taken hours before and miles away from the elevator. These are merely "arrival seal records." After this record the car may be switched and stand for days unprotected except for a single watchman who has an entire yard to protect from thieves. The seal record the railroad is bound by is the one taken at the elevator, and even this simply establishes whether the loss is chargeable against the railroad company or the terminal elevator.

Seal records at or near destination or in transit to destination are of no interest to the shipper. He is not bound thereby. The shipper establishes his loss by proof of the weight of grain put into the car.

Damages for Default?

Grain Dealers Journal: We would appreciate a line on the various cases covering instances of shippers failing to make delivery of hay on account of alleged inability to secure cars for private shipments during the winter of 1917, because of the preference given by the railroads to government business.

We sold a party some hay and after delivering part of it, we found we would be unable to secure cars to complete the delivery, so we requested the party to whom we had the hay sold to buy in the undelivered portion, upon the basis of the market of that date. This he declined to do, claiming that he wanted the hay and not a cash settlement. He failed to buy in at that time and several months later presented us a bill representing that he had bought in the undelivered portion, but he failed to present any proof of his having bought in the hay and he does not show the date when he made the alleged purchase. We proposed the submission of the case to the National Hay Ass'n for arbitration, but he declines to arbitrate and threatens suit. We want to get a line on similar cases in order that we may act intelligently in handling this one.—T. P. Riddle & Co., Lima, O.

Ans.: Arbitration cases have not been indexed, and it is impracticable to make a search thru all the cases for precedents.

Failure to obtain cars does not enter into this case, for the reason shipper informed the buyer that he was unable to deliver and requested him to buy in the undelivered portion.

Legally and by all trade rules and arbitration decisions it becomes a buyer's duty to buy in a defaulted contract when directed by seller, immediately.

A buyer who fails to buy in immediately upon notification of default can not buy in at some future time chosen by himself when the damages may be greater.

If time for delivery under the terms of contract has not expired when seller notified buyer of his inability to deliver, buyer is under no obligation to buy in immediately but can wait until expiration of contract time.

Following are some decisions on measure of damages for default:

Measure of Damages for Breach of Contract.

—Where hay is purchased to be sold on open market, and the purchaser had contracted to sell the same for a certain price on said market and the person from whom he purchased it failed to comply with his part of the contract in regard to the quality of the hay, it was error for the court to reject evidence tending to prove the reasonable profits that would have been made by the purchaser had the seller delivered the hay in accordance with the contract, as such profit is an element of damage that may be recovered in an action brought for that purpose.—Trego v. Arave, Supreme Court of Idaho. 116 Pac. 119.

Measure of Damages for Breach of Contract.

—Where wheat was bought for shipment during the month of August and the seller breached the contract on Aug. 6 or 7, the measure of damages was the difference between the contract price and the market price at the place of delivery when the wheat would have been delivered if shipped up to the close of Aug. 31. Wallingford v. Bushton Grain & Supply Co. Supreme Court of Kansas. 164 Pac. 275.

Buyer's Remedy for Breach of Contract.

—Where one sells wheat in August and agrees to deliver the same September 15 or any time during the month of September before the 15th, and on Sept. 9 notifies the purchaser that he will not deliver the wheat, the purchaser may go on the market at the place of delivery on September 9 and purchase the amount of wheat contracted for, and recover from the seller the difference between the contract price and that paid.—Kansas Flour Mills Co. v. Brandt. Supreme Court of Kansas. 158 Pac. 1120.

Measure of Damages.—Where a contract of sale stipulated for deliveries during a specified month, at the option of the seller, who prior to the month notified the buyer of his intention not to conform to the contract, and the buyer did not bring suit for damages until expiration of contract time of performance, the measure of damages was the difference between the contract price and the market value at the time of seller's breach of failure to deliver during the month specified.—Walker Grain Co. v. Denison Mill & Grain Co. Court of Civil Appeals of Texas. 178 S. W. 555.

Breach of Contract by Seller.—Where a seller of brewer's grains to be delivered in installments notified the buyer that its plant had been destroyed by fire and that it would not be able to make the deliveries, the buyer could declare a breach as of that date and hold the seller liable for any difference between the then market price and the contract price, or it could declare successive breaches as the respective times of delivery arrived and in a like manner recoup its loss; but it could not speculate upon the seller's misfortunes and measure the damage by the highest market price, whenever reached, unless the time of delivery was extended.—Armstrong v. Walters, U. S. District Court, Pennsylvania. 223 Fed. 451.

Damages for Failure to deliver Hay to Feeder.—Where a seller of hay to be used by the buyer to feed his cattle failed to deliver and the buyer was unable to procure a sufficient amount of hay elsewhere to properly sustain the cattle, the measure of damages was the damages to the buyer from the want of hay including the expenses in securing other hay, the cost of taking some of the cattle to another place, and the loss of cattle from starvation and shrinkage for want of hay.—Richner v. Plateau Live Stock Co. Supreme Court of Colorado. 98 Pac. 178.

Buying Grain in Argentina?

Grain Dealers Journal: Will some reader of the Journal please put me in touch with someone who can give me details as to buying grain in Argentina? I am thinking of entering the grain business there.—M. M. Moser, mgr. Belt Farmers Mill & Elvtr. Co. Belt, Mont.

Ans.: An account of grain trade conditions in Argentina by V. L. Nigh, Chief Grain Inspector at Fort Worth, Tex., who visited that country, is published on page 55 of the Journal Jan. 10, 1919.

Paper for Car Doors?

Grain Dealers Journal: Some weeks ago we had submitted to us samples of a peculiar paper made to put around the outside of car doors to make the car door weatherproof. We mislaid the sample and letter accompanying it and should appreciate being advised of the name of the house manufacturing this material or can refer us to someone who can give it to us.—Foster Mill Co.

Ans.: The paper used for this purpose is known as 11-pound asphalted felt and is sold by the manufacturers of roofing material.

Licenses Revoked.

The United States wheat director announces that licenses of the following firms were revoked effective at noon Nov. 1, 1919, until further notice, for failure to file report as required with the United States Grain Corporation, and for disregarding official communications from the office of the wheat director in Washington, D. C., as well as from the zone agent at Kansas City, Mo.

Oktaha & Co., Oktaha, Okla.; C. F. Lair, Watova, Okla.; H. A. Wolfkuhl, Lenexa, Kan.; American Coal & Grain Co., Amarillo, Tex.; Blackstock, Allen & Clark, Temple, Okla.

There is no separate code of honor or business integrity for the labor union, other than that commonly recognized by fair minded people the world over that when organized labor abrogates such a code to itself, it does so at the risk of losing popular sympathy and support. There is no discounting good faith or common honesty. Both are just as requisite to good character as they ever were. There is no difference between a broken treaty and a broken contract. If the public at large is held in contempt by organized labor through its leaders, then it is only logical that labor itself should be held in contempt by the public. And labor, without the respect or sympathy of that public, is at once deprived of its strongest arm. There is nothing finer in this world than doing as you would be done by.—John Burnham & Co.

U. S. Grain Corporation Will Stand by Its Agreement.

A full report of the findings of the U. S. Grain Corporation in the matter of Bosson v. McComas, about which so much has been said and published by the promoters of the Farmers Federation in their campaign to raise \$200,000 from the farmers is given below.

Bosson is one of the leaders in the Federation work, its treasurer, a lecturer and legal advisor and when no regular farmers seemed willing to file complaints against Grain Dealers and Millers on account of wheat prices or grades, he rushed to the rescue and filed the case.

Julius H. Barnes, Wheat Director, in his speech at the St. Louis convention, paid a deserving tribute to the Grain Dealers and Millers who deal direct with the farmers. He said over four million wagon loads of wheat had been purchased and received direct from the producers by the Grain Dealers and Millers, so far this year, and less than 300 complaints had been made. We have endeavored to learn how many of them came from Indiana farmers and so far we can learn of only two, one of which was filed by Bosson.

No business in this country has been conducted on a higher plane of intelligence and integrity than the grain and milling business and none have been so fully covered by all kinds of regulatory embarrassments. Instead of the farmers being unduly prejudiced against the business men, they should and the better part of them do, appreciate the value of the service. The whole country knows of their patriotic devotion to our country in times of peace as well as war.—Chas. B. Riley, Secretary, Indianapolis.

BOSSON vs. McCOMAS.

This matter was brought to my attention by letter received July 25, 1919, from Lewis Taylor, General Secretary of the Ind. Federation of Farmers' Ass'ns. That Association had no direct interest in the complaint which it submitted except that Mr. Bosson was one of its officers.

The complaint was against Mr. McComas, who operates a country elevator at Castleton, Ind., and the specific complaint made by the Association is that McComas failed to pay Bosson at this station a fair reflection of the guaranteed price of wheat on a number of wagon loads delivered by Bosson to McComas, July 18, July 19 and July 21. McComas had executed a contract in the regular form with the United States Grain Corporation (See Paragraph Second of the Grain Contract and Paragraph Third of the Millers contract on which this decision is based.) The evidence is to the effect that McComas had posted in his elevator in a conspicuous place, a copy of said Paragraph Second.

Mr. Lewis Taylor, General Secretary of the Ind. Federation of Farmers' Ass'ns, was present at the General Grain Trade Conference called by the U. S. Wheat Director, Julius H. Barnes, June 10 and 11th at which the method to be adopted to insure a fair reflection of the guaranteed price to the producer was fully discussed and decided upon. The decision there reached was that the method set forth in Paragraph Second was acceptable, fair and just to all concerned. It is therefore, to be presumed that the Association and its members were fully advised of the method to be adopted in the protection of the producer.

It was the duty of Mr. Bosson to have followed the provisions of Paragraph Second and to have submitted to me any controversy in respect to the wheat at the time of delivery. Under the terms of this agreement he was not entitled to delay a final settlement with Mr. McComas. Giving the transaction and the contract the most liberal interpretation and assuming that it would have been within the fair intent of the contract if Mr. Bosson had made his complaint within a reasonable time after the wheat was delivered, the evidence shows a sharp contradiction between the statements of Bosson and McComas as to whether or not any complaint was made by Mr. Bosson to McComas.

Even if we assume that the complaint was made by Bosson at a later date, he did not submit to me sample of the wheat in order that I might make a determination of the controversy as provided in Paragraph Second.

The country elevator operator gave us a substantial right when he agreed to defer his judgment to that of the Zone Vice-President or to the Wheat Director and it would be unjust to him to decide this matter contrary to the methods agreed upon.

The United States Wheat Director and the United States Grain Corporation expect that the producers will co-operate with them in administering the Wheat Guarantee, and when an easy,

quick and fair method is provided for securing the rights of the producer, he should at least be vigilant enough to follow these methods that have been provided for his special protection.

Because of the failure of Bosson to pursue the methods provided in Paragraph Second, I am unable to give him any relief.

UNITED STATES GRAIN CORPORATION,
H. D. Irwin, 2nd Vice-President.

Philadelphia, Pa., Nov. 5, 1919.

F. G. BELL, of McGregor, Ia., pres. of Gilchrist & Co., has been chosen vice-pres. for Iowa of the proposed scenic Mississippi highway from St. Paul to New Orleans. Five divisional organizations are proposed; the section of the highway from Lake Itaska to Dubuque called the northern division, the northern central, from Dubuque to St. Louis; the Illinois, from Quincy to East St. Louis; the southern central, from St. Louis to Memphis; and the southern, from Memphis to New Orleans.

To Resell Government Wheat.

Julius Barnes, pres. of the United States Grain Corporation, issued the following statement Nov. 7 in reference to rumors that there is a possibility the Grain Corporation will offer for resale some of its wheat supply at various points in the United States.

"We are working out a plan to resell from our stocks of wheat if needed for milling so that there need be no anxiety about milling supplies in the United States. Stocks of wheat are larger now than at any time last year, mill production is very large, and we are glad to help it continue so until the flour demand is thoroughly satisfied."

At the invitation of the Grain Corporation grain elevator operators and millers conferred with Howard Jackson, vice pres. at Chicago, Nov. 7, as to whether they would suffer loss in the event of sale of government wheat. While no formal recommendation was made to Mr. Barnes the consensus of opinion of those present was that there could be no objection to the sale of government wheat at the basic price plus carrying charges.

It is not stated how much dark hard wheat of the sort so much desired by millers the government has been able to accumulate.

Hearing of Western Grain Rate Adjustment.

One of the most important hearings on grain rates has been going on at Chicago the past week and has been well attended by traffic managers from the different markets, Minneapolis particularly having a large delegation working to retain the present favorable arrangement of transit thru that terminal.

Interstate Commerce Commissioner Woolley was present at the hearing, and argument will be heard by the Interstate Commerce Commission at Washington Nov. 21.

J. S. Brown represented the Chicago Board of Trade.

Duluth was represented by Chas. F. MacDonald, D. T. Helm, E. M. White, F. W. Sullivan and F. S. Keiser.

St. Louis was represented by Chas. Rippin.

The Minneapolis delegation comprised the ablest traffic men of that city, including W. P. Trickett, J. G. McHugh, F. C. Van Dusen, H. A. Feltus, G. F. Ewe, S. J. McCaull, Charles Cranston Bovey, J. S. Pillsbury, F. L. Carey and A. L. Searle, with C. A. Severance and Chas. E. Elmquist as legal advisers.

On the decision in this case hinges the apportionment of territory tributary to the different terminal markets. Under federal control of the carriers, with guaranteed returns to the owners of the roads, there developed a tendency to treat all markets alike, granting transit to interior points and leveling up rates where there seemed to be a low spot.

In this process a rate adjustment was considered and approved by the so-called Johnson committee that would disturb the relationship of rates under which, it is claimed, Minneapolis has built up a large vested milling interest.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

S. P. 80063 was leaking yellow corn over drawbar, also from side of car at Galva, Ill., on Nov. 8. It is said car came from Alpha, Ill. Car inspector here fixed it in good shape.—Hefebower & Peterson Grain Co., Vern L. Marks, Mgr.

C., B. & Q. 106840 passed thru Huron, Kan., northbound, Nov. 6, leaking wheat between siding and car sill on side near door.—Cain Brunt.

M. P. 1727 passed thru Stockwell, Ind., Nov. 4, leaking wheat at the drawbar.—H. Earl Campbell, manager Leaurmie Grain Co.

C., St. P. M. & O. 14364 passed thru Sawyer, N. D., Nov. 4, leaking wheat from under the sheathing half way between side door and end of car. It is estimated that car was losing about a peck of wheat a minute. Car was not repaired, nor was it set out at station.—Chas. Sweet, Minnesota Elvtr. Co.

Pennsylvania, 14771 passed thru Minden, Neb., Nov. 3, without stopping. Was leaking wheat badly at one end of car.—T. M. Owen.

L. & N. 1548 was standing in the yards at Jamesport, Mo., Oct. 28, leaking at the end of the car and the train crew stuffed rags in the hole to keep it from leaking. The car was billed for Cameron, Mo.—M. U. Norton, sec'y, Missouri Grain Dealers Ass'n.

Southern, 120579 passed thru Hershey, Neb., Oct. 9 at 10 o'clock a. m. leaking wheat.—A. Francis, mgr. Farmers Co-operative Ass'n.

C. B. & Q. 117181 passed thru Booge, S. D., on Oct. 25 leaking wheat freely at the ends.—Booge Elvtr. Co., N. S. Ekberg, mgr.

O. S. L. 10201 passed thru Pocahontas, Ia., Oct. 21 leaking corn at the door post thru the siding.—R. H. Patterson.

B. & M. 65072 passed thru Raymond, Minn., about Oct. 18, leaking very badly at the door post.—Cargill Elvtr. Co., O. Mortenson, traffic mgr.

C. & E. I. 60333 passed thru Gilbert, Ia., Oct. 18, leaking shelled corn badly thru the sheathing.—A. J. Mabie & Sons.

G. N. 211180 passed thru Wyman, Ia., Oct. 14, leaking corn badly. I and the conductor repaired the leak. It was shipped from Havre, 8 miles north of here.—Wyman Supply Co., W. A. Holland, mgr.

G. N. 15042 passed thru Knox, N. D., on Oct. 4, leaking wheat at the east end post. The car probably belongs between here and Minot, N. D. We did not have time to fix the leak as the train was ready to leave when we noticed the leak.—J. J. Jorgenson, mgr., Knox Farmers Co-op. Elvtr. Co.

B. & O. 91612 passed thru Edgerton, Mo., Oct. 2, on west bound local freight, leaking wheat badly over draw bar at rear.—Edgerton Milling Co., G. T. Turney.

B. & M. 48093 passed thru Edgerton, Mo., Oct. 2, on west bound local freight, leaking wheat thru the door.—Edgerton Milling Co., G. T. Turney.

T. & P. 13736 passed thru Hackney, Kan., Oct. 2, leaking wheat between the siding and the sill, about half way between the door and the end.—Hackney Farmers Co-op. Ass'n.

Pa. 550230 passed thru Meadville, Mo., on Sept. 19 leaking wheat freely at the end of the car. The train did not stop so I could not notify the trainmen.—G. V. Myers, mgr., Farmers Pro. Co.

Coming Conventions.

Nov. 18, 19, 20.—Nebraska Farmers Grain & Live Stock Ass'n, at Omaha.

Jan. 13, 14, 15, 16. Farmer Grain Dealers' Ass'n. of South Dakota, at Aberdeen.

Feb. 10, 11, 12.—Farmers Grain Dealers Ass'n of Illinois, at Peoria.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Claims Reports on Leaks Misleading.

The Grain Dealers Journal: On page 525 of your journal dated Sept. 25th under "Leaking in Transit," the following item appeared:

"C. M. & St. P. 74018 passed through Rock Creek, Kans., Sept. 8, leaking wheat on both sides of the door, between door post and sliding; bad leak.—H. D. Harding."

On Oct. 1st we wrote to Mr. Harding, asking if he had notified the agent or conductor so that steps could be taken to stop the leak. To date we have had no reply from Mr. Harding. However, our agent at Rock Creek advises that Mr. Harding did not notify him or the train crew of the leakage.

We further find that this was a car of wheat shipped by the M. Craig Grain Co., Wichita, Kan., Sept. 4th, to the Larabee Flour Mills Co. at St. Joseph, Mo., shipper's weight 88,000 lbs., and the shippers certified as follows:

"This shipment is correctly described. Correct weight is 88,000 lbs."

The unloading weight was 87,950 lbs., or a difference of 50 lbs., between the two weights, which is a very creditable showing as regards weights, considering that the car was probably handled in the usual manner, not swept any cleaner than the ordinary car is when unloading and some grain no doubt was allowed to remain in the car. Dust also affects weight differences as well as shrinkage from moisture in the grain.

The same issue of your journal contained an item reading:

"A. T. & S. F. 7892 side-tracked at Hornick, Ia., Sept. 3d, leaking corn at drawbar.—H. S. Schmutz, Agent, King Elevator Co."

The Superintendent of the CM&StP RR, at Sioux City, Ia., under date of Oct. 16th, advises:

"The Conductor of train 92 on the date in question noticed car leaking and he coupled onto it and sent the car back to the elevator. Mr. Schmutz, Agent for the shippers, repaired the car before the same was allowed to go forward."

Do you not think the information in your journal respecting this car was entirely misleading? As the item was printed it would give the impression that it was a car originating at some other point and was observed to be leaking at Hornick, when as a matter of fact the car was loaded at Hornick by the party who reported it to your journal as leaking. Further, do you not think this shipper was very careless in cooping the car and not observing whether it was in proper condition for rail transportation? You will observe that the train conductor caught this car, indicating that he is complying with his instructions to inspect cars for leakage. In other words, the carrier's representative was properly performing his duties, while apparently the shipper's representative was not.

Should it not be expected of anyone observing a grain car leaking to call the attention of a representative of the carrier to same so that the car may be given proper repairs and thus avoid further loss of a commodity that is so vital to the nation? We assume that the purpose of your "Leaking in Transit" column is to influence the prevention of loss of grain.

We followed up these two particular cars because one was a report from a local station on our line and the other was a report on a

car owned by our company. We do not know what would be the result if we should follow up other cars reported in your "Leaking in Transit" column, but if the two cases covered in the above are representative we feel that people getting the information through your journal are being misled and you surely only want the facts to reach them.—Yours truly, F. C. Maegly, Asst. G. F. Agt., AT&StFe., Chicago.

Weights with Four Horses Abreast.

Grain Dealers Journal: I have installed a 10-ton Fairbanks auto, wagon and sleigh dump with combination 26-ft. scale made to weigh with four horses abreast. I consider the 26-ft. 10-ton scale as the best on the market, for there is no binding. It will last longer under strain and will remain accurate.

My scale weighs so accurately that in weighing over 700 loads I have not had one complaint on weight. I find that there is less fussing when the scale is large enough to weigh the horses and all; then there can be no kick. I am working to build up a better trade and bigger business.

I will install, next spring, gravity cleaners to clean out small seeds and cracked wheat. The gravity cleaner is one of my own invention and will clean out the seeds as fast as I can elevate into the cleaner. It will half dry tough wheat, putting it into better condition.—O. A. Burgeson, mgr. Burgeson Grain Co., Highmore, S. D.

Carbon Bisulfid Too Dangerous.

Grain Dealers Journal: We do not permit the use of carbon bisulfid, for the extermination of weevil, in the risks that we insure because it is highly explosive and readily inflammable and its use would increase the hazard. Its explosive qualities make it too dangerous for us to recommend to any of our patrons. We have reports of instances where not only was property destroyed but the owners were severely injured.

Most successful instances that we know of where experiments were conducted were with grain in comparatively small bins and under the most favorable conditions. We do not say that these conditions could not be secured in a large elevator but we doubt it very much.

The gas from carbon bisulfid is about 2½ times as heavy as air. Without question this gas would penetrate grain where it is spread out over a considerable surface, but we do not believe that it would penetrate into grain in a bin 20, 30 or 40 ft. deep, and if it will not exterminate all the weevil it is useless to take the chance.

Of course it is very unfortunate to have the grain infested but even after grain has been treated with carbon bisulfid, providing the weevil have all been destroyed, it is then necessary to turn the grain over to prevent its heating. If you have to go to this trouble, why not turn the grain over in the first place? We believe that if elevatormen will run infested grain over a cleaner, subjecting it to very strong air currents, they can get all of the weevil out of it with the chaff and dust. The refuse can be taken out to a safe distance from the elevator and burned; then you are rid of the pests. After the elevator is emptied and cleaned thoroly from top to bottom, especially in nooks and corners where the insects nest and breed, and disinfected with a safe fumigant such as formaldehyde, we believe the problem will be solved. This would be as effective as the other and is much safer for life and property. Formaldehyde is a heavy gas and if used, should be applied near the top of the bins.—Grain Dealers Fire Insurance Co., Indianapolis, Ind.

If you have any doubts regarding the pulling power of Journal "Wanted-For Sale" advertisements read the Public Auction ad on page 836 of this number of the Journal.

Resist License Cancellation.

Judge Dyer, presiding in the federal court at St. Louis, vacated the temporary restraining order recently given to The C. Becker Milling Co., of Red Bud, Ill., by Circuit Judge Shields. The company had been ordered to pay \$20,000 and was warned that on failure to do so it would have its license revoked. The company denied any indebtedness and maintained that the Act of Congress of Aug. 10, 1911, known as the food control act, was illegal. A few weeks ago Judge Shields of the Circuit court at St. Louis granted a temporary order restraining the government from interfering. This order expired Oct. 27 and the matter has been taken before the federal court.

Judge Dyer holds that this is a case for the federal court and refused to remand it to the state court where the temporary order was issued. He said that he would set a date for a hearing in the federal court when the Becker Co. makes proper application.

The United States Wheat Director announced Nov. 6 that a Wheat Director License has been refused to the Becker Milling Co. of Red Bud, Ill., and that the Wheat Director's license issued to the Griggs Elevator Co. of Griggs, Ill., has been revoked, effective Nov. 1, until further notice. The latter company consisted of officers and owners of the Becker Milling Co. and its license covered operations at Griggs, Ill. The Food Administration license issued to the Becker Milling Co., however, covered those activities at Griggs; and the application of the Becker Milling Co. for a Food Administration license indicated that the elevator at Griggs was owned by the Becker Milling Co., which reported no transfer of the property as required by the Food Administration regulations, if any transfer had been made.

Both companies were summoned to a hearing to give full information in regard to the alleged transfer, but neither company appeared or furnished the information required, although both companies were informed that the hearing would be adjourned upon their request for adequate cause.

Another ground for the decisions stated above was that the Food Administration license of the Becker Milling Co. had been revoked for taking excessive profits and failing to keep accurate records and render accurate reports, as a result of which it was unlawful by the provisions of Section 5 of the Food Control Act for the Becker Milling Co. to engage in licensed business whether or not it had a Wheat Director license.

Shippers Start Suits.

Through their attorney, Owen L. Coon, L. M. Walker of Ridgeville, Ill., U. B. Memmen & Co., Minonk, Ill., J. S. Coon Grain Co., Rantoul, Ill., have started suits against the Illinois Central for loss of grain in transit. These suits are based on claims on cars showing leaks at grain doors or else are clear record cars. The progress of the suits will be followed with interest.

The suit recently started against the Chicago & Eastern Illinois by McNeal & Prillaman of Henning, Ill., has been settled out of court.

Davis Bros. & Stevenson of LaRose, Ill., and the East Lincoln Farmers Grain Co. of Lincoln, Ill., have started suits against the Chicago & Alton Railroad for loss of grain in transit and delay in transit. The suits were filed in the Municipal Court of Chicago by Attorney Owen L. Coon.

C. H. Thayer & Co., of Chicago on behalf of L. Booher, Sioux Falls, have started suit against the Western Union Telegraph Company for \$1250 in the Municipal Court of Chicago for loss sustained on delays of more than one day in the transmission of telegrams respecting the sale of corn. Rathbone & Coon of Chicago represent the plaintiffs.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

IDAHO.

Deary, Ida., Oct. 29.—Movement of grain very slow on account of shortage of cars.—W. J. Davis, mgr. Farmers Whse. & Elevtr. Co.

ILLINOIS.

Catlin, Ill., Oct. 29.—Farmers inclined to sell freely from the field; look for fair movement of corn in Nov. and Dec. Considerable old corn back; did not sell at high prices; will be held and new corn sold.—F. R. Best, mgr. Farmers Elevtr. Co.

INDIANA.

Lebanon, Ind., Nov. 7. — No corn being sold as yet on account of wet weather.—Kern-Kirtley & Herr Co.

IOWA.

Fontanelle, Ia.—Car shortage and difficulty in procuring permits promptly is hampering movement of corn; expect to ship 40,000 bus. before Jan. 1.—Farmers Co-operative Co.

Sioux City, Ia.—The first shipments of new corn arrived at this market Oct. 28. One car graded No. 4 mixed with moisture test of 19.4%. The other was sample yellow grade of very good quality, and a moisture test of 23.2%.

KANSAS.

Belle Plaine, Kan., Nov. 8.—About 40% of wheat still in farmers' hands. Have had no car shortage here. Elevators mostly empty.—Belle Plaine Milling & Grain Co.

Hutchinson, Kan., Nov. 7. — The wheat acreage seeded in southwestern and western Kansas this fall is from one-half to two-thirds that of last fall. A large portion of this was planted in a seed bed that was not well prepared, and this together with the fact that insufficient moisture did not permit the plant to attain a vigorous growth before cold weather will make it likely that there will be considerable winter killing if we have a severe winter. Kafr, milo maize and cane seed have matured under favorable conditions and the crop of these grains is large.—Cal.

Topeka, Kan., Nov. 4.—I have spent the last three weeks in southern Nebraska, northwest Kansas, and eastern Colorado, and find that not to exceed 15% of the wheat crop has not been moved on account of lack of box car equipment. At one town, Atwood, in Rawlins County, on the St. Francis Branch of the Burlington, there is 80,000 bushels of wheat on the right of way awaiting shipment and I was told by the Sec'y of the Commercial Club that at least 300,000 bushels of wheat was lying on the ground. This is a fair example of the conditions as they exist in this territory. At points on the main line of the Burlington in eastern Colorado, only a small proportion of the crop has moved, and it is not unusual to find 100 wagon and truck loads of wheat in a town awaiting an opportunity to unload in the elevator. Unless the Grain Corporation or the R. R. Administration provide equipment, or create some plan to take care of the wheat at seaboard terminals, there is no doubt but that a proportion of the wheat in the above mentioned territory will be damaged, for they have had an unusual amount of moisture in this territory.—E. J. Smiley, sec'y-treas. Kansas Grain Dealers' Ass'n.

MICHIGAN.

Lansing, Mich., Nov. 10.—The amount of wheat marketed during October in the state is estimated to be 1,972,000 bus., and the total amount marketed since the movement of the new crop began, 5,731,000 bus. 26 mills and elevtrs. reported no wheat purchased during the month. The amount of old crop of corn on farms Nov. 1 is estimated at 285,000 bus. or 1.5% of the crop.—Co-operating Crop Reporting Service of Michigan.

MISSOURI.

Kansas City, Mo., Oct. 25.—The first car of new shelled corn to be received at this market arrived today consigned to the Addison Grain Co. It graded No. 3 mixed; with 17½% moisture. The Armour Grain Co. also received a car but it arrived later in the day.

OHIO.

Ashville, O., Oct. 31.—Not much corn moved; too wet.—G. C. Cline.

Kileville, O., Oct. 31.—Very little oats left in farmers' hands.—E. M. Kile.

St. Paris, O., Oct. 31.—No corn yet moved. Farmers hold 60% of old oats.—E. L. Allton.

Piqua, O., Oct. 31.—Good deal of oats to be moved, as farmers are not selling at these prices.—J. F. Hubbard of Piqua Malt Co.

Toledo, O.—The first car of new corn to reach this city arrived, Oct. 28, from Grelton, O. It graded sample yellow, having 24% moisture. Test weight was 51½ lbs.

Cincinnati, O.—The first car new shelled corn to reach this market arrived, Oct. 27, consigned to the De Molet Grain Co. It graded No. 3 yellow, with a moisture content of 17.2% and was sold for \$1.42½ per bu.

SOUTH DAKOTA.

Meckling, S. D., Oct. 29.—No corn bot here for Dec. delivery.—Steele Bros. & Orr.

WISCONSIN.

Schleisingsville, Wis., Sept. 3.—We will not have over 5 to 10 cars to ship this year because all grain crops are very light. As a rule we ship from 20 to 30.—B. E. Schnitzler, mgr., Armour Grain Co.

Change in Form of Grain-Grade Certificate in Appeal Cases.

Offices of Federal grain supervision began on Nov. 1 to issue "Federal Appeal Grade Certificates" in lieu of the old form of "Grade Memorandum" in cases where appeals are taken from the determination of licensed grain inspectors. The Federal Appeal Grade Certificates are issued by grain supervisors as soon as the appeal is filed by any interested party who contests the grade assigned the grain by the licensed inspector. This certificate is ordinarily used in settling controversy as to grade between the buyer and seller. Copies are furnished by the supervisor to all interested parties.

Coincident with the change in the form of the Appeal Grade Certificate, the formal findings of the Secretary of Agriculture in appeal cases will be retained with the appeal record and furnished to interested parties only upon request instead of being forwarded to the parties in all cases. The findings of the Secretary of Agriculture reciting the grade determined in the appeal are issued from Washington, and have the value of prima facie evidence as to the true grade of the grain in all United States courts.

The above-mentioned changes in connection with appeal cases are provided for in Amendment No. 12 to the Rules and Regulations of the Secretary of Agriculture under the U. S. Grain Standards Act. The same changes are made effective with regard to the handling of dispute cases as in connection with appeal cases, but in other respects the procedure with regard to appeals and disputes filed under this act remain as heretofore.

Exports of Grain Weekly.

Bus., 000 Omitted.

	Wheat.		Corn.		Oats.	
	'19-20.	'18-19.	'19-20.	'18-19.	'19-20.	'18-19.
July	5,150,4	539	20	910	693	2,187
July	12,385,1	382	23	731	1,617	1,841
July	19,339,3	413	93	571	757	2,482
July	26,112,2	443	45	103	1,142	2,581
Aug.	2,306,7	543	9	219	2,319	2,614
Aug.	9,365,1	1,419	74	182	891	1,656
Aug.	16,262,0	1,809	44	673	1,584	1,437
Aug.	23,445,5	3,504	67	135	2,141	1,435
Aug.	30,607,2	2,938	264	253	1,576	1,027
Sept.	6,384,8	3,452	118	153	1,474	1,125
Sept.	13,747,5	3,739	42	375	1,411	2,356
Sept.	20,634,3	4,409	148	145	1,358	3,657
Sept.	27,469,0	5,088	29	289	557	2,914
Oct. 4	5,917,5	5,532	33	153	1,422	2,704
Oct. 11	2,485,4	4,078	28	52	1,007	2,439
Oct. 18	2,830,4	4,200	18	38	1,164	4,478
Oct. 25	2,920,4	4,143	9	31	131	5,086
Nov. 1	2,458,2	2,513	10	36	406	2,934

Total since July 1, '18 266,246 172,942 10,493 37,213 116,069 172,937

Wheat Movement in October.

Receipts and shipments of wheat at the various markets during October, compared with October, 1918, were as follows:

	Receipts.		Shipments.	
	1919.	1918.	1919.	1918.
Baltimore	1,690,226	3,863,920	1,321,151	5,263,198
Chicago	9,191,000	6,279,000	5,507,000	3,484,000
Cincinnati	371,950	295,025	308,525	282,725
Galveston	.....	.....	3,194,107	1,540,241
Indianapolis	352,500	331,250	68,750	7,500
Kansas City	6,056,100	4,297,050	5,699,700	1,034,100
Little Rock	1,000	2,000	1,000	1,000
Milwaukee	954,000	2,497,000	168,906	1,847,727
New Orleans	.....	.....	67,200	1,549,408
New York	4,230,200	.....	1,947,075	.....
Minneapolis	18,480,890	21,306,490	4,478,900	2,323,900
Omaha	3,168,000	1,115,800	3,186,000	758,400
Philadelphia	2,150,551	.....	796,497	.....
San Francisco	5,633,654	985,833	.....	.....
St. Louis	989,000	2,007,622	4,471,430	1,068,900
Toledo	665,000	605,655	261,216	20,000
Duluth	3,803,902	24,036,550	1,132,240	1,616,535
Wichita	1,440,800	1,968,900	750,000	978,000
Ft. William, Ont.	19,348,666	22,978,200	20,129,732	12,815,649

Rye Movement in October.

Receipts and shipments of rye at the various markets during October, compared with October, 1918, were as follows:

	Receipts.		Shipments.	
	1919.	1918.	1919.	1918.
Baltimore	156,452	281,955	425,666	5,202
Chicago	439,000	344,000	105,000	749,000
Cincinnati	31,900	48,400	14,300	87,450
Indianapolis	60,000	167,500	10,000	102,500
Kansas City	59,400	20,900	6,800	2,200
Milwaukee	288,250	348,925	183,500	99,000
Minneapolis	1,010,380	922,530	310,230	695,990
New York	1,325,700	.....	1,552,663	.....
Omaha	134,200	528,000	117,700	440,000
Philadelphia	67,080	.....	.....	.....
St. Louis	19,800	17,815	11,930	38,180
Toledo	268,000	37,200	206,468	42,420
Winnipeg	377,300	181,000	.....	.....
Duluth	1,994,740	2,833,281	410,500	2,577,957
Ft. William, Ont.	176,965	145,059	114,672	24,054

Barley Movement in October.

Receipts and shipments of barley at the various markets during October, compared with October, 1918, were as follows:

	Receipts.		Shipments.	
	1919.	1918.	1919.	1918.
Baltimore	38,023	35,331	197,277	.....
Chicago	1,010,000	2,401,000	527,000	291,000
Cincinnati	18,750	.....	.....	.....
Kansas City	84,000	354,900	67,600	67,600
Milwaukee	1,116,270	1,381,540	454,770	456,803
Minneapolis	1,422,880	2,930,740	1,412,520	3,532,960
New Orleans	.....	.....	842,248	.....
New York	94,125	.....	147,842	.....
Omaha	91,200	516,800	127,800	399,600
Philadelphia	13	6,200	.....	.....
San Francisco	57,785	98,333	1,796	.....
St. Louis	67,200	62,400	38,515	24,480
Toledo	6,000	1,230	6,000	68,891
Wichita	2,000	.....	2,000	.....
Winnipeg	1,883,250	1,557,400	.....	.....
Duluth	483,695	633,037	414,321	383,606
Ft. William, Ont.	1,449,940	1,203,688	1,137,152	354,113

Corn Movement in October.

Receipts and shipments of corn at the various markets during October, compared with October, 1918, were as follows:

	Receipts.		Shipments.	
	1919.	1918.	1919.	1918.
Baltimore	146,182	111,110	98	36,566
Chicago	4,802,000	11,550,000	3,076,000	5,084,000
Cincinnati	169,400	279,400	138,600	183,100
Indianapolis	1,181,750	1,851,250	340,000	590,000
Kansas City	495,000	1,195,000	237,500	911,250
Little Rock	66,000	99,000	17,000	12,000
Milwaukee	476,770	570,840	472,030	209,451
Minneapolis	337,340	793,910	174,929	548,450
New York	66,000	.....	47,793	.....
New Orleans	.....	.....	76,450	.....
Omaha	929,600	1,860,600	845,600	2,023,000
Philadelphia	54,346	41,211	100,000	.....
St. Louis	1,435,340	1,869,349	547,380	1,251,560
Duluth	801	.....	.....	11,726
Wichita	45,000	109,200	32,500	63,500
San Francisco	5,708	2,875	.....	.....

Oats Movement in October.

Receipts and shipments of oats at the various markets, during October, compared with October, 1918, were as follows:

	Receipts.		Shipments.	
	1919.	1918.	1919.	1918.
Baltimore	203,568	788,634	195,422	247,420
Chicago	9,385,000	10,942,000	7,863,000	6,914,000
Cincinnati	270,400	508,800	105,600	254,400
Indianapolis	1,054,800	1,548,000	343,800	514,800
Kansas City	793,900	890,500	559,500	1,218,000
Little Rock	85,000	173,000	44,000	114,000
Milwaukee	3,051,910	6,008,890	1,903,691	2,936,216
Minneapolis	2,407,840	4,168,400	1,938,350	5,783,970
New Orleans	.....	.....	516,665	1,150,830
New York	1,325,700	.....	1,552,662	.....
Omaha	928,000	1,728,000	1,118,000	2,230,000
Philadelphia	339,874	447,957	70,000	126,658
St. Louis	2,239,190	1,746,000	1,399,780	1,350,420
Wichita	7,232,400	1,764,750	.....	.....
Duluth	59,869	641,979	34,220	475,654
Wichita	12,000	78,000	8,000	47,000
San Francisco	38,750	89,375	.....	.....
Ft. William, Ont.	4,965,057	806,095	3,198,929	322,160

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

IDAHO.

Deary, Ida., Oct. 29.—Crops fair. Last season dryest for years; high prices however gave farmers fair return.—W. J. Davis, mgr. Farmers Whse. & Elvtr. Co.

ILLINOIS.

Van Orin, Ill., Oct. 31.—We have a good crop of corn.—Farmers Elvtr. & Supply Co.

Catlin, Ill., Oct. 29.—According to husking reports, the corn yield was from 45 to 50 bus. per acre.—F. R. Best, mgr. Farmers Elvtr. Co.

Springfield, Ill., Nov. 5.—Another cloudy, rainy week has delayed corn husking and wheat seeding. There has been considerable damage to corn in the southern counties. Wheat is in good condition, but some is under water. The Hessian fly is present. Pastures are good. The roads are very bad.—Clarence J. Root, Meteorologist, U. S. Dept. of Agriculture.

INDIANA.

Fairland, Ind., Oct. 28.—Farmers are husking corn. It is of good quality and is making from 30 to 50 bu. per acre.—J. S. Sellars, Frank Sellars, mgr.

KANSAS.

Hutchinson, Kan., Nov. 7. — Movement of wheat from country elevators, and from farms to country elevators, is still being retarded because of a lack of cars. The quantity yet to be moved is large, but the car shortage is causing real difficulty. Kafir, milo and other grain sorghums are now about ready to move, in fact the country is offering already, but the outlook for the movement of these grains is not bright. If country elevators can not keep enuf room to make possible the handling of a single grain—wheat—it does not seem that the situation will be improved when farmers want to sell two or three grains at the same time.—Cal.

MICHIGAN.

Lansing, Mich., Nov. 10.—Fall rains late but corn fully developed; crop best and largest in years, excellent in quality and better in grade than for the last 3 years. Extremely dry weather made seeding slightly later than usual; since the fall rains growth has been more rapid; both crops will go into winter in excellent condition, with about a normal top-growth. Early-sown fields of wheat in a number of southern counties are reported to be quite badly infested with Hessian fly. The corn crop matured with practically no frost damage; notwithstanding very dry season, developed an average yield of 38 bus. per acre, the highest in many years and 6.3 bus. above the 10-year average; acreage large and if all had been utilized as grain the crop would have been 64,866,000 bus.; 35% of the crop went into silos with 3% utilized for fodder and other purposes, leaving 62% husked, a grain crop of 40,217,000 bus. The amount of grain threshed as reported by threshermen up to and including Oct. 28, 1919, is as follows: Winter wheat, 804,221 acres, yield 16,365, or an average yield of 11.22 bus. per acre; spring wheat, 72,288 acres, yield 811,435 bus., or 11.22 bus. per acre; rye, 805,269 acres, yield 10,800,304 bus., or 13.41 bus. per acre; oats, 1,105,216 acres yield 26,324,904 bus., or 23.82 bus. per acre; barley, 203,860 acres, yield 3,460,672 bus., or 20.44 bus. per

acre.—Co-operating Crop Reporting Service of Michigan.

MINNESOTA.

Glenville, Minn., Oct. 29.—We have a fair crop of small grain; corn is good but not the bumper crop that some predicted.—Speltz Grain & Coal Co., E. P. Howe, mgr.

MISSOURI.

Jefferson City, Mo., Nov. 10.—Corn will average 27 bus. per acre, against 20 in 1918, with total 21,512,000 bus., greater than last year; quality is 82% against 73 last year and 78 for 10-year average. The acreage to be gathered for grain is 83% of that planted; hogged off by animals 7% and silage 10% with farmers estimating the yield at 6 tons of silage per acre. Where corn was good much silage was cut, where poor but little as farmers needed the grain. The acreage cut for fodder was 28% of that planted. The average price of new corn is opening around \$1.25, with the price as low as \$1.00 in northern counties and up to \$1.75 in

some southern ones. Recent heavy rains have delayed husking and damaged the crop where blown down. Overflows along streams caused heavy losses by carrying away corn in shock and the unusual sight of salvaging corn like driftwood has been seen in several places. Quality extra good in most counties north of the rivers. The weight of a measured bus. of grain is considerably less than for several years with spring wheat light and poor in quality. Oats good in the southern counties and light in the northern. Wheat seeding is practically finished although many farmers desired to seed more but heavy rains prevented. New crops damaged in Dent and other counties. Hessian fly in Lafayette and St. Clair. Some wheat not yet up. General opinion very decided as to greatly reduced acreage.—E. A. Logan and Jewel Mayes, U. S. Crop Estimates and State Board of Agriculture.

NEBRASKA.

North Bend, Neb., Oct. 31.—Wheat is looking good. Corn is of very good quality and is yielding about 40 bu. per acre.—C. E. Sidner, mgr. Farmers' Union Co-operative Co.

OHIO.

Killeville, O., Oct. 31.—Less wheat sowed this fall. Oats were a small crop on account of small acreage.—E. M. Kile.

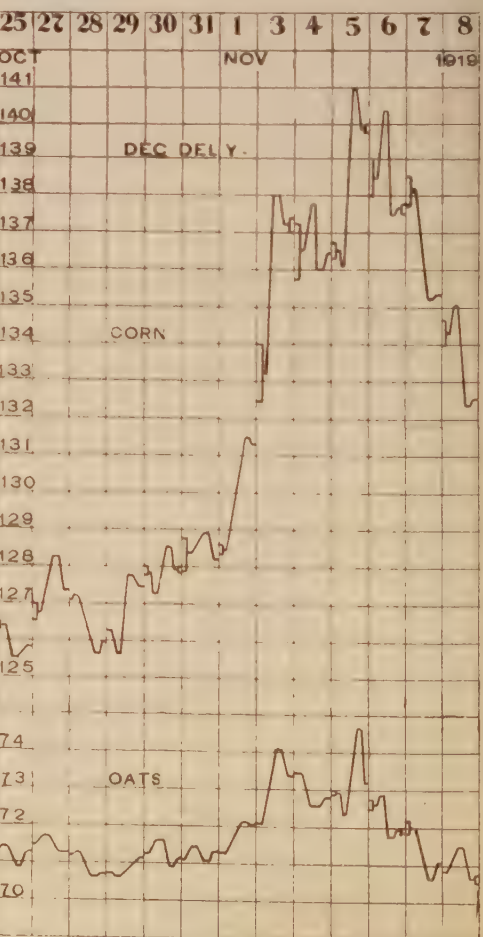
Ashville, O., Oct. 31.—Fly has already taken considerable wheat. Twenty eggs have been found on one plant.—G. C. Cline.

Piqua, O., Oct. 31.—Wheat acreage 60 per cent of last year, cutting down on advice of county agent for fear of fly.—J. F. Hubbard of Piqua Malt Co.

St. Paris, O., Oct. 31.—Wheat acreage is 25% short of last year; and no fly, as we sowed late. Oats crop was 40 or 50% short of last year.—E. L. Allton, St. Paris Grain Co.

Chicago Futures

Opening, high, low and close on corn and oats for the December delivery at Chicago are given on the chart herewith.



Daily Closing Prices.

The daily closing prices for oats and corn for December delivery at the following markets for the past two weeks have been as follows:

DECEMBER OATS.

	Oct. 25.	Oct. 27.	Oct. 28.	Oct. 29.	Oct. 30.	Oct. 31.	Nov. 1.	Nov. 3.	Nov. 4.	Nov. 5.	Nov. 6.	Nov. 7.	Nov. 8.
Chicago	73 1/4	71 1/4	70 3/4	71 1/4	71 1/4	71 1/4	72	73 1/4	72 3/4	73 1/4	71 1/4	71	70 1/2
Minneapolis	67 1/2	68	67 1/2	67 3/4	67 1/2	68	68 1/2	70	69 1/2	69 1/2	68 1/2	67 1/2	67 1/2
St. Louis	72	72 1/4	71 1/4	71 1/4	71 1/4	72 1/2	73	73 1/4	73 1/4	74 1/4	72 1/2	72 3/4	72 1/4
Kansas City	70 1/2	70 3/4	70 1/4	70 3/4	70 3/4	70 3/4	71 1/2	73 1/4	71 1/2	72 1/2	71 3/4	70 3/4	70 3/4
Milwaukee	71 1/4	71 1/4	69	71 1/4	68 3/4	71 1/4	72	73 1/4	70 1/4	73	71 1/4	71	70 1/2
Winnipeg	78 1/2	78 1/2	78 1/2	78 1/2	79	79 1/2	81	82 1/2	81 1/2	82 1/4	81 1/2	81	80 3/4

DECEMBER CORN.

	Oct. 25.	Oct. 27.	Oct. 28.	Oct. 29.	Oct. 30.	Oct. 31.	Nov. 1.	Nov. 3.	Nov. 4.	Nov. 5.	Nov. 6.	Nov. 7.	Nov. 8.
Chicago	122 1/2	127 1/4	125 1/2	127 1/4	127 1/2	128 1/4	131 1/4	137	136 1/2	139 3/4	137 1/2	135 1/4	132 1/2
St. Louis	127 1/2	129	127 1/2	128 1/2	129 1/2	129 1/2	132 1/4	137 1/2	137 1/2	141 1/4	139 1/2	137 1/2	134 1/2
Kansas City	126 1/4	127 1/2	125 1/2	127 1/2	128	128	131 1/4	136 1/2	136 1/2	139 1/2	137 1/2	136	133
Milwaukee	125 1/2	127 1/4	125 1/2	127 1/2	128	128 1/4	131 1/4	137 1/2	136 1/2	139 1/2	137 1/2	135 1/2	132 1/2

Demurrage Rules Recoded.

A recodification of demurrage rules without change in rates has been authorized by Director General Hines in a recent circular:

Owing to questions arising as to the application and interpretation of demurrage rules, it was determined some time ago to recodify the rules with a view to improving their form so far as possible and avoiding any questions. As a result this work was undertaken by the American Railroad Ass'n in connection with committees of the National Industrial Traffic League and the results submitted to the divisions of traffic and of public service of the railroad administration, and finally to the Interstate Commerce Commission, which has given its tentative approval, subject to its right and duty to inquire into the legality or reasonableness of any rule or rules which may be the subject of any complaint.

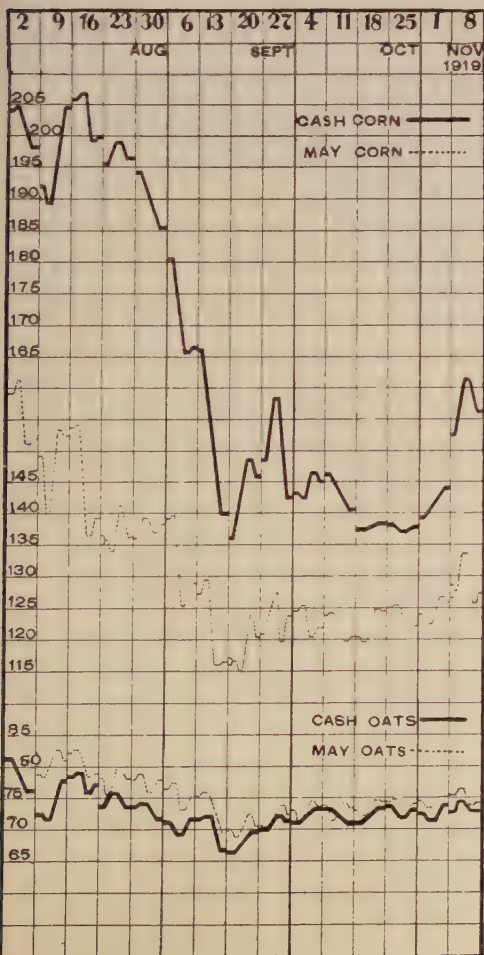
The recodified rules do not involve any increase or decrease in the present rates. The recodified rules will be effective on Dec. 1, 1919.

RUBY PETERSON, war emergency messenger girl in a flouring mill in Seattle, took the job of carrying samples back and forth between the laboratory and the office, and soon was making separations on samples of mixed wheat to study under the tutelage of the mill manager the identification of classes of wheat. Later she likewise made separations on damaged wheat to study the grading factors of the standards. Then she began making all the mechanical determinations for the manager such as weight per bushel and moisture test. Then she was graduated to the big job of checking, under the supervision of the manager, the inspectors' grades on all wheat received at the mill.

Cash Corn and Oats Fluctuations.

Opening, high, low and closing average prices of No. 2 mixed corn and No. 2 white oats at Chicago each week for 15 weeks from July 27 to Nov. 8 are given on the chart herewith. The daily average is used in charting, actual prices were made each day several cents above or below extreme charted.

The May future is shown by the dotted line, for comparison.



Passage of Title to Grain Sold on Exchange.

The U. S. Circuit Court of Appeals has reversed the decision of the Nebraska District Court, which had ruled in favor of Lamson Bros. & Co., of Chicago, defendants, and gave judgment for plaintiff, Carroll S. Rainbolt, doing business as the Rainbolt Corn Co., of Omaha.

The plaintiff purchased a carload of corn in Omaha from the Farmers' Grain & Supply Co., the grain having been shipped from Merna, Neb., on the Chicago, Burlington & Quincy Railroad to Omaha. The B/L representing the corn was sent to a bank in Omaha with draft attached, and upon payment of the draft Rainbolt obtained possession of the B/L. The car of grain was then sold by the plaintiff to the U. S. Commission Co. (a trade-name for W. R. Richter) on the floor of the Omaha Grain Exchange, both Richter and Rainbolt being members of the Grain Exchange, which is a corporation. Rainbolt indorsed the B/L on the back and stamped on the face these words:

"Receipt issued for this B/L under rules of Omaha Grain Exchange to Rainbolt Corn Company."

The B/L, thus indorsed and stamped, was then delivered to Richter. The receipt called for on the B/L is as follows:

"Received of Rainbolt Corn Company, of Omaha, Nebr., B/L executed by the C., B. & Q., dated at Merna, Nebr., covering a car of corn, for which the undersigned agrees to pay to Rainbolt Corn Co. the sum of \$2.23 per bushel within six days from the date hereof, or, if not unloaded, will advance 75 per cent of the value upon surrender of this receipt. Said B/L describes said car as No. 114217, initials C. B. & Q., capacity — lbs.

"It is agreed by us that the title to said B/L and contents of said car shall remain in the Rainbolt Corn Co., or their assigns, until the undersigned has paid Rainbolt Corn Co., or their order, the entire purchase price of said grain at said rate. Upon full payment to Rainbolt Corn Co., or order, of said purchase price as aforesaid, and the surrender of this receipt, the title to said B/L and contents of said car shall pass to the undersigned.

[Signed] "U. S. Commission Co."

The rule of the Grain Exchange covering receipts of this character is as follows:

Where a B/L is transferred, and the party receiving the same issues and delivers to the person surrendering the B/L a receipt therefor, stating that the title to the grain covered by said B/L shall remain in the party holding said receipt until the same is fully paid for, then the person issuing such receipt is hereby prohibited from accepting or receiving advances on said B/L or negotiating the same, so long as the receipt therefor is outstanding.

"Where a B/L is transferred and receipt issued therefor as above provided, the party transferring the same shall plainly stamp or write across the face of said B/L the words: 'Receipt issued for this B/L under rules of Omaha Grain Exchange to [Name of Holder of Receipt.]'"

Richter took the B/L to the Burlington Railroad and had the car shipped to Chicago, Ill., under the reconsignment permitted by the tariffs and rates of the railway. To carry out the reconsignment arrangement the railway agent at Omaha drew lines through the consignor, consignee, origin, and destination points as shown by the B/L and inserted:

"Order U. S. Commission Co., Chicago, Ill. Notify Lamson Bros. & Co., Chicago, Ill."

Richter caused the B/L to be sent to a Chicago bank, attached to a draft. This draft was paid by Lamson Bros. & Co., they received the carload of grain on the B/L and converted it to their own use. Lamson Bros. & Co. maintained an office in Omaha and held a membership in the Omaha Grain Exchange, the same being carried in the name of C. E. Hunter, an employee of the firm who had charge of the Omaha office. Shortly after the sale by Lamson Bros., Richter, being insolvent, absconded. No payment was made to Rainbolt Corn Co. or the plaintiff for the grain in controversy.

The answer of defendants was based upon two propositions: First, that defendants were purchasers in good faith for value without notice of the agreement contained in the re-

ceipt issued to the Rainbolt Corn Co.; and, second, that the shipment to Chicago being interstate, and therefore governed by national statutes, "that restrictions attempted to be placed upon the negotiability of the said B/L after its reissue by the railroad company as aforesaid, and any rules of the Omaha Grain Exchange attempting to limit the negotiability of the said B/L are each and all void and of no effect." From judgment upon a directed verdict, plaintiff brings the case here.

Defendant claims that it had no notice, except such as might be credited to the stamp on the face of the B/L, that "receipt issued for this B/L under rules of the Omaha Grain Exchange to Rainbolt Corn Company," and that such constituted no notice. The testimony is clear that they had no other notice or information than that given by the face of the B/L. Was this, under all the attendant circumstances, any or sufficient notice? An inspection of a photographic copy of the B/L defeats defendants' contention that the above notation on the bill was so blurred and covered by other indorsements as to be illegible. There is no dispute that it was there when they received it upon payment of the draft to which it was attached. They are chargeable with whatever, if any, notice the notation would carry to them. In the uninitiated this unusual notation would arouse attention. To such as were initiated it would be ample notice as to how the grain was held, and put them upon inquiry as to whether the receipt were still outstanding. Defendants belong to the latter class. They had a branch office at Omaha; they had a membership on the Omaha Grain Exchange, and dealt thereon thru this membership. They cannot be heard to plead ignorance of the rules under which members operated. With such knowledge the meaning of the notation would have been as clear to them as to the man who placed it there. We entertain no doubt as to the sufficiency of the notice. The existence of notice takes them from under the protection of the Nebraska statute (Rev. Stat. Neb. 1913, par. 2636) governing conditional sales—even if this be deemed a conditional sale.

Defendants' second contention that the Pomerehne Act of August 29, 1916, c. 415, § 3, 39 Stat. 539 (Comp. St. § 8604b), would prevent this notice on the bill from being operative because it would be a restriction upon the negotiability of an interstate B/L, is unsound under this record. Here the overwhelming proof is that the notation was on the bill before it was made an interstate bill without the knowledge or consent of the party intended to be protected by that notation. Plaintiff swore positively that he had placed it on the B/L before he delivered the bill to Richter. An officer of the bank which made the draft on Chicago with this bill, and whose duty it was to examine such drafts and B/Ls, thought it was not there at that time; but he admitted he had no independent recollection of this particular B/L. It is also certain that when the bill was taken from the Chicago bank the notation was on it. The railway clerk at Omaha, who changed the B/L for the shipment to Chicago, said regarding the notation, "I did not pay any attention and don't know whether I noticed it or not." The very most that might be said for defendants upon this evidence is that it presented a question of fact, but in our judgment the substantial evidence is all one way.

The act of the railway or others in changing this B/L to cover an interstate shipment after the notation was thereon cannot affect the force of that notation, and thus destroy, without their knowledge and consent, the rights of those protected thereby.

The judgment is reversed, with instructions to proceed in accordance with this opinion.—259 Fed. Rep. 546.

THE HIGHEST PRICE to date paid for dark No. 1 northern spring wheat at Chicago, \$2.95 per bushel, was paid Nov. 4 by the B. A. Eckhart Milling Co.

FREMONT, O.—We sold 13 carloads of fertilizer last season, mostly for the wheat crop. We were able to handle nearly all of this direct from the car to the farmer's wagon, by offering as an inducement \$1 a ton discount at the car if taken right off, or 50 cents discount if it went on our book accounts.—O. J. Stierwalt, mgr. People's Elevator & Supply Co.

CONGRESSMAN TIMBERLAKE, OF COLORADO, recently introduced a resolution which authorizes the Secretary of War to loan army tents to be used to cover such wheat as is unprotected and exposed to the elements. Large quantities of wheat have been threshed for immediate shipment in many western states and it is now deteriorating because of lack of protection. The resolution has been referred to the Com'te on Military Affairs.

Fall Meeting of the Ohio Association

The semi-annual business meeting of the Ohio Grain Dealers Ass'n was held Oct. 31 in the New Southern Hotel at Columbus, O. Pres. O. W. Cook of Columbus called the first session to order at 10:15 a. m. with about 100 present, and referred to Bulletin 15 from V. D. Lersch of the Philadelphia office of the Grain Corporation stating that the Grain Corporation will co-operate with the National Board of Fire Underwriters where extra hazards are found in grain elevators.

Dr. H. H. Brown delivered a lecture on dust explosions illustrated with moving pictures, including a demonstration of starch dust explosions in a model elevator, which was well received.

"In a country house I would close over the tops of the bins and ventilate them to the outside air. I would put on dust collectors and have the watchman discard open lanterns and use a portable electric lamp like a pocket flashlight.

"Tungsten electric lamps are not as dangerous as the ordinary carbon filament lamp."

A motion by Sec'y J. W. McCord of Columbus that Dr. Brown be given a vote of thanks was carried unanimously.

Pres. Cook announced the following com'ites for the ensuing year:

Arbitration: J. H. Motz, Brice; M. A. Silver, West Jefferson; E. W. Scott, Columbus.

Legislative: Charles E. Groce, Circleville; C. K. Patterson, Piketon; E. C. Eikenberry, Camden.

Membership: S. L. Rice, Metamora; F. O. Diver, Middletown; R. W. Graham, Liberty Center; Geo. E. Stephenson, Rosewood; A. R. Morse, Tiro; H. L. Frisinger, Rockford; J. Y. Stimmel, Bayne.

Board of Agriculture Ohio Agriculture Experiment Station, Ohio State University: C. M. Eikenberry, Hamilton; C. O. Barnhouse, Agosta; A. M. Daugherty, Derby; Philip Horn, Monroeville; W. M. Latham, Hayden; R. W. Lenox, Richwood; A. V. McClure, Eldorado.

Traffic: H. L. Goemann, Mansfield; W. T. Palmer, Celina; F. E. Barker, Hamilton.

On motion by E. C. Eikenberry the following resolution on the death of former President Earl C. Bear was concurred in by the members standing for one minute:

WHEREAS, The Supreme Ruler of the Universe, in His infinite wisdom, has seen fit to remove from among us one of our esteemed and worthy members, Earl C. Bear, and

WHEREAS, The long and intimate relation held with him as a member and officer of this Ass'n makes it eminently befitting that we make record of our love and appreciation of him; therefore, be it

RESOLVED, That the wisdom and ability he has exercised in the aid of our Ass'n by his counsel and service will be held in grateful remembrance;

RESOLVED, That the removal of such a life from among our midst not only leaves a vacancy and a shadow that will be deeply realized by all members of this Ass'n, but will prove a serious loss to his neighbors and many friends as well.

RESOLVED, That as we extend deep sympathy to the bereaved relatives of the deceased, we are expressing our hope that we receive reconciliation of this loss to us all in the thought that the giving and taking of life emanates only from the hand of Him who doeth all things well.

"Life's race well run.
Life's work well done.
Life's crown well won.
Now comes rest."

G. A. Bennett of Grafton explained fully how the country dealer could use the trade acceptance that is so warmly advocated by the bankers. He distributed blank forms of the acceptance notes.

"A farmer buys \$100 worth of merchandise. Instead of putting the \$100 on your books you ask him to sign this acceptance for 90 days, with or without interest, as you want it. As he signs it he designates the bank with which he does business.

"The average country elevator has about \$5,000 on its books; and the general use of the acceptance would release \$5,000,000 of capital in the state of Ohio alone. The bank handles it identically with a check.

"You can handle \$100,000 of these acceptances without affecting your line of credit at the bank."

E. C. Eikenberry, Camden: The universal adoption of the trade acceptance will inflate the currency and be an economic evil. As long as it stays in your safe it has not added to the inflation, but if taken to the bank and cashed or discounted you inflate the currency.

This simply aggravates the evil of the high cost of living.

H. W. Fish, Huntington, W. Va.: The bank would rather have the trade acceptance than your note.

L. W. Dewel, Blanchester, O.: As to inflation of credit I do not believe our customers will buy more on the trade acceptance plan than on the open account system. Ninety-nine per cent of the men who are slow to pay a book account will pay an acceptance promptly:

Mr. Eikenberry: You can increase your credit at the bank five times because the bank can loan 50 per cent of its capital and surplus on these acceptances.

These acceptances are the only paper by which you can cash in your reputation.

Mr. Eikenberry showed how a grain dealer could use the acceptances to pay farmers for wheat.

Adjourned for luncheon.

Afternoon Session.

The afternoon session began at 1:50 p. m. with a report by Henry L. Goemann, of Mansfield, chairman of the Traffic Com'ite:

I am not in favor of the creation of a transportation board. I feel we should confine the work to the Interstate Commerce Commission and increase its power and authority, which will give us better results and simplify the regulations and rules.

Traffic managers are not in sympathy with No. 10 of the referendum of the Chamber of Commerce of the United States.

Mr. Goemann read a vigorous letter from J. H. Donnell, traffic manager of Stein-Hall Mfg. Co., Chicago, to Alha B. Johnson, pres. of the Railway Business Ass'n, which actively favors the transportation board, showing that the vote in favor of the board had been cast by doctors, lawyers and professional men who neither receive nor ship freight.

A resolution offered by Mr. Goemann declaring the Ohio Grain Dealers' Ass'n not in sympathy with the movement to create a transportation board was unanimously adopted.

Mr. Goemann: James C. Jeffrey is an attorney thoroly familiar with Interstate Commerce law, and I move we indorse the nomination of Mr. Jeffrey as a member of the Interstate Commerce Commission. Carried unanimously.

Mr. Goemann then gave a brief review of transportation matters, which he had already well covered in his report as chairman of the Transportation Com'ite of the National Ass'n and which is published in full in the Journal of Oct. 25, pages 748-749.

Mr. McCord: The Grain Dealers National

Ass'n has increased its arbitration appeal fee. Our fee for arbitration has always been \$10, from each party, the \$10 to be refunded to the successful party, and one can hardly expect three men to devote their time for \$10. I move that the arbitration fee be increased from \$10 to \$20. Unanimously carried.

Pres. Cook read a resolution demanding that the Philadelphia Commercial Exchange furnish the car condition reports as supplied by Baltimore and New York. Philadelphia has no such standardized form. This was called to our attention by Chas. B. Riley, sec'y of the Indiana Grain Dealers Ass'n. As unanimously adopted the resolution reads as follows:

WHEREAS, Quite a number of complaints have been registered by grain shippers against the Philadelphia Commercial Exchange on account of its failure to provide for and issue an adequate car-condition report on their grain shipments to that market similar to those issued by grain exchanges in New York, Baltimore and other markets, and,

WHEREAS, In lieu of such reports, when a car of grain arrives at that market, and there has been leakage or loss of seal, the shipper receives only a simple notation to that effect, and much time is consumed in asking for and receiving the detailed information regarding the condition of such cars, so necessary in filing claims; therefore be it

RESOLVED, That it is the sense of this Ass'n that the Philadelphia Commercial Exchange should, without delay, create, adopt and put into service a car-report form such as is used by other grain exchanges.

Mr. McCord read Circular CS-74 of the car service section of the division of operation of the U. S. R. R. Administration on the distribution of cars, as follows:

September 16, 1919.

TO RAILROADS:
Effective September 16, 1919, the following rules will, during periods of car shortage, govern uniformly the distribution between shippers of cars available for grain loading at stations.

1. Each shipper of grain will advise the carrier's agent each Saturday of the total quantity of grain on hand tendered for rail shipment. The ratio of the quantity so reported by each shipper to the total quantity reported by all shippers shall be the percentage basis for the distribution of available cars at that station during the ensuing week for grain loading.

2. Each shipper of grain shall make written order on the carrier's agent for cars wanted for grain loading, showing the following information: A. Date of order; B. Number of cars wanted (in units of 40-ton cars); and whether for sacked or bulk grain; C. Destinations; D. Date wanted to load; E. Quantity of each kind of grain on hand and conveniently located for prompt loading tendered for rail shipment; F. Name of shipper. Copies of orders by a shipper located on more than one carrier (steam, electric or water) shall be filed with the agent of each carrier. Such combined orders must not exceed the total grain conveniently located for prompt loading tendered for shipment.

3. Cars will not be furnished in excess of a shipper's ability to load and ship promptly.

4. When a shipper's pro-rata share of the available car supply is a fraction of a car, the fraction will be carried to his credit, and he will be entitled to car supply on the basis of the aggregate of such fractional credits.

5. The term "prompt loading," as used in these rules, is intended to mean that a car placed for loading not later than 10 a. m. must be loaded and billing instructions tendered before the close of the day on which it is placed, failing which, such car will be charged against the shipper's allotment as an additional empty for each succeeding day held for loading, or for billing instructions.

W. C. KENDALL,
Manager Car Service Section.

Approved:
W. T. TYLER,
Director Division of Operation.

C. E. Groce, Circleville: I move that the pres. and sec'y be directed to confer with A. E. Reynolds on the war tax that may be levied on past shipments.

It would be pretty hard on all of us if we would have to pay \$3 a car tax on past shipments.

A motion was carried unanimously indorsing the resolution of the Grain Dealers National Ass'n against the war tax on export grain freight as published in the Journal, Oct. 25, page 759.

Corn crop reports were then called for by Pres. Cook.

Philip Horn, Monroeville: We started tak-

ing in corn last week; 258,000 lbs. shelled out 3,642 bus., or 71 lbs. to bu. We dried from 23% moisture down to 14% and had a shrinkage of 513 bus. We are paying \$1.35 a hundred.

John McDonald, Washington C. H.: We have taken in 5,000 bus., of fine quality, but due to rain considerable is sprouting. Moisture test was 23 to 27, now 25 to 29%. We are paying \$1 for 75 lbs. of ears, drying down to 15½.

G. C. Cline, Ashville: Have taken in only 1,500 bus., testing 23 to 26%.

H. G. Pollock, Middle Point: We had a very dry season and raised better corn than for four years past. It began to move Oct. 1, and about 100 cars have been shipped out of Van Wert County. Appearance of the corn indicates 26 to 27 per cent moisture. It was safe to ship two weeks ago, but has started to deteriorate; and if we have two weeks more of bad weather we will have a bad crop to handle. Farmers are selling it at \$1.25 to \$1.40 per 100 lbs. Indications are that farmers will be free sellers on account of low price of hogs, which are down 10 cents a pound.

Mr. Groce: Our corn has 23% moisture.

C. H. Clark, Mt. Sterling: Moisture was 23 to 25, now 2 or 3 per cent more. We had a fine prospect to handle a good crop until the wet weather began. Pay \$1 per bu. of 70 lbs.

F. T. Custenborder, Sidney: Shelby County had the best crop in several years. Rainy weather has played havoc with it. Pay \$1.40 a hundred.

Rea Chenoweth, London: Sample brot in by farmer showed 25% moisture.

Oscar Teegarden, Duvall: Trying to stay away from trouble by not taking in any at all.

Boyd Swope, Amanda: Have not taken in any at all.

Mr. McDonald: So far we have not had trouble obtaining cars. What is the difference in the price of yellow and mixed corn?

Mr. Custenborder: Last fall the Miami Valley Ass'n passed a resolution that we would make a difference of 5c a hundred, but it was not observed, so this fall we passed a resolution that we would make a difference of 3 cents a hundred, about 2c a bushel, and we will try to make an agreement to make the usual market difference.

We are doing the producer of good yellow corn an injustice not to pay him more for the yellow than for the mixed mongrel stuff. We have seen corn blue, white and yellow all on the same ear. Our stenographer looked out of the window at a wagonload and said it looked like it had the small pox. Dealers generally ought to refuse to buy this blue or mixed corn. It ought to be kept out of the market.

Mr. Pollock: We have been hammering away for 15 or 18 years and have succeeded in cutting down the amount of mixed to practically none. We tried to encourage the growing of the yellow by selling the seed. We get it out of the territory by putting the price on it lower. We pay the same price for machine as for hand husked corn.

C. O. Barnthouse, Agosta: Moisture test is 18 to 19%.

Mr. McDonald: If you take in the mixed corn at all what are you going to do with it?

Mr. Pollock: We have a crib into which we put the white, blue or calico corn. Don't spoil a car by putting in a little white.

Mr. McDonald: It remains on our hands, tho separated.

Mr. Cook: Best remedy is to buy it at a discount.

Mr. Custenborder: One of our members shipped a car to Cleveland.

Fred Watkins, Cleveland: We are not so anxious for blue corn as to bid for it. Better get an export market for corn to get rid of it.

Harry Rapp, Sabina: We started out with a nice corn crop but these rains are starting some damage.

Mr. Custenborder: Many elevator men have farms; but do they ever stop to think they can increase the yield of corn 50 per cent by paying a little attention to seed? It takes too good land and farming ability to grow the long-eared corn. Altho an 8-inch ear weighs only 12 ounces, more of them can be grown on an acre. Three-quarters of the farmers do not think of the seed corn until a day or two before planting. They jump into the crib with the idea that a big ear is a good ear, even as big as a stovepipe.

Mr. Park of the College of Agriculture, Ohio State University: During Farmers' Week the last of January we will have the annual corn show. We have been conducting a men's 10-acre corn contest and this year seven men have grown over 100 bus. per acre on 10 acres. In scoring we allow 40 points for cost of production and 40 points for yield. I suggest that the Ohio Grain Dealers' Ass'n put up a premium to encourage the production of corn of high quality.

H. G. Dehring, Curtice: I suggest growing a short cob with deep kernel maturing in 90 days. A 12-oz. ear giving 8 or 9 oz. of shelled corn is better than a 16-oz. ear producing 12 oz. of shelled corn. By placing the premium on the shelled weight they would accomplish more.

Mr. McCord: I move that the Ass'n offer a trophy to be used as a premium. Carried unanimously.

Adjourned *sine die*.

Convention Notes.

H. W. Fish came from Huntington, W. Va. Baltimore was represented by E. H. Beer.

Pittsburgh was represented by J. A. A. Geidel, of Geidel & Leubin.

The dust explosion lecture suffered because it was impossible to shut out the daylight.

Among Toledo representatives were W. W. Cummings and Fred Mayer, of J. F. Zahm & Co.; and Geo. D. Woodman, of the Rice Grain Co.

The registration totaled 144, the largest on record with the exception of two years ago, when 156 attended.

Cleveland was there with Frank C. Cain, rep. E. I. Bailey; F. E. Watkins; and H. M. Strauss, of H. M. Strauss & Company.

Visitors were registered and given lemon yellow "Ohio Grain Dealers Ass'n" buttons by C. O. Garver of the Grain Dealers Fire Ins. Co.

Supply men in attendance were H. E. Broome of the Richardson Scale Co.; W. B. Sutton of the Huntley Mfg. Co., and E. W. Romweber, Cleveland, rep. the Robinson Mfg. Co.

The Grain Corporation was represented by E. L. Riley of Buffalo, and V. D. Lersch of Philadelphia, and the dust explosion prevention work of the Corporation by Dr. H. H. Brown and H. R. Brown of Washington.

Buffalo had a good delegation in the persons of H. F. Keitsch, rep. Pratt & Co.; E. E. McConnell of the McConnell Grain Corporation; F. J. Maurer; M. Purcell, rep. Armour Grain Co.; J. J. Rammacher; Frank Schoenhardt, rep. Electric Grain Elevator Co., and H. C. Shaw, rep. Taylor & Bournique Co.

Among Ohio Shippers in attendance were: E. L. Allton, St. Paris; C. O. Barnthouse, Agosta; C. F. Barnthouse, LaRue; G. A. Bennett, Grafton; A. B. Beverstock, Lexington; John G. Boggs, Sidney; J. M. Cain, Deshler; D. W. Call, New London; J. W. Channel, Melvin; Rea Chenoweth, London; C. H. Clark, Mt. Sterling; C. P. Clements, Atlanta; G. C. Cline, Ashville; E. T. Custenborder, Sidney.

A. M. Daugherty, Derby; H. G. Dehring, Curtice; L. C. Dewey, Blanchester; L. W. Dewey, Blanchester; E. C. Dilger, West Rushville; D. L. Edwards, Wooster; C. M. Elkenberry, Hamilton; Jacob Funk, Springfield; W. F. Gardner, Sabina; A. L. Garman, Delphos; H. L. Goemann, Mansfield; G. A. Graham, Lancaster; J. M. Graham, Orient; C. E. Groce, Circleville.

J. F. Hubbard, Piqua; L. F. Hammon, Florida; J. S. Harshman, Enon; H. S. Heffner, Circleville; D. C. Henry, Carey; H. L. Hockman, Canal Winchester; Philip Horn, Monroe; H. E. Hughes, Hamilton; H. E. Iams, Dayton; C. E. Kaesbach, Springfield; J. J. Kagay, Pleasantville; A. R. Kerr, Bellefontaine; E. M. Kile, Kileville; Fred Kile, Kileville; John McDonald, Washington, C. H.; Ezra Miller, Doyers; Geo. Miller, Circleville; R. R. Miller, Morral; H. A. Morris, Sidney; J. H. Motz, Brice.

J. G. Vaughan, Edison; G. O. Noecker, Carroll; G. M. North, Groveport; F. D. Phipps, Carroll; H. G. Pollock, Middle Point; C. A. Powers, Genoa; Harry Rapp, Sabina; W. D. Rapp, Sabina; H. E. Read, Monroe; C. H. Schuler, Macomb; D. Severns, Middle Point; J. W. Smith, New Holland; E. I. Smith, Springfield; R. B. Snow, Circleville; O. J. Stierwalt, Fremont; E. M. Stultz, Massillon; S. B. Swope, Amanda; Oscar Teegarden, Duvall; O. L. Todd, Macomb; E. L. Troup, Pleasantville; H. I. Turner, Thurston; Channing Vlerehome, Circleville; C. W. Woodland, Marengo; Paul Wood, Hilliards; Wm. Zang, Mansfield.

International Grain and Hay Show.

Supplementing the regular premiums offered in the International Grain and Hay Show, the management has arranged for a single ear class in each of the six regions. Cash premiums will be offered and should bring out a large and attractive exhibit.

The individual ear class, says Prof. Christie, Superintendent of the Show, permits a display of ears of the type and ideals of the corn growers. Every corn grower will have one ear that represents the ideal to which he is working in corn breeding and seed selection. This should be encouraged as the exhibits of individual animals are given prominence in the Live Stock Show. In corn, "Like produces Like," just as it is found in breeding live stock.

Single Ear of Corn: First Premium, \$15; Second Premium, \$12; Third Premium, \$10; Fourth Premium, \$8; Fifth Premium, \$5.

A single ear class is provided in each of the six regions with premiums.

The show will run from Nov. 29 to Dec. 6, at the Union Stock Yards, Chicago.

A handsome trophy, costing \$250, will be offered by the American Ass'n of Manufacturers of Corn Products for the best sample of corn exhibited. This trophy will be awarded annually and the name of the winner will be engraved on the trophy.

The trophy as decided upon will be a large golden ear of corn, set with a silver sheath and mounted on a mahogany base. This will be beautiful in design, attractive and one which merits the strongest competition. Already much rivalry has been exhibited among the corn growers of the various states. Iowa, Illinois, Missouri and Ohio are challenging Indiana, which state has carried off the grand championship in past national shows. The best corn produced in the whole country will be entered in the contest.

Visitors at the Live Stock Exposition will have a chance to see not only the best live stock but the best corn, wheat, oats, rye, barley and hay produced in the United States and Canada.

Rules on Thru Bs/L.

Regional Director Aishton, of the railroad administration, has sent out a circular giving new rules for thru bills of lading by way of north Atlantic ports:

When export traffic originates with class 1 federal controlled roads, thru export Bs/L will only be issued by the initial road haul carriers. When export traffic originates with other federal controlled roads, or with non-federal controlled roads, such roads may, if in a position to do so, issue thru export Bs/L, or these Bs/L may be issued by their immediate class 1 connection or by port terminal lines thru their offices at ports of exit.

Thru export Bs/L will be issued only by the general freight departments or designated general or commercial agents, district freight agents, export agents or division freight agents, unless other arrangements are specifically authorized.

By C. A. Loyell

Posting to Stock Accounts.

The purpose of the Stock Account is to show the quantity of each grain remaining on hand at all times. The total purchases of each grain should be posted to this account daily, adding the amount to the quantity remaining on hand at the close of the previous day's business. Shipments should be likewise posted—and deducted from the total to ascertain the quantity still on hand.

The Stock Account may be kept in a simple book for that purpose, or it may be on sheets of paper either specially ruled or blank. A suggested form of simple stock sheet for grain only is reproduced herewith.

A rigid differentiation should be made between the Stock Account and the Long and Short Account. The former shows the quantity of grain on hand; the latter the quantity unsold (long) or oversold (short). The Long and Short Account is just as important as the Stock Account, as every dealer needs to know exactly how much grain he owns that has not yet been sold, just as he needs to know how much stock is in the house. It also may happen that he will have grain bought on contract from farmers and not yet delivered, and while this cannot be entered in the stock account it must be included in the long and short. The following items should appear on the long and short account:

Long (or Short) last night.....	Bus.
Bought today	Bus.
Total	Bus.
Sold today	Bus.
Long (or Short) tonight.....	Bus.

When a quantity is entered as bought but is not received at the time of purchase it should be entered as bought; and when the grain is actually delivered the quantity should not be added again. If business is done by contracting from farmers for future delivery it will be necessary to observe this fact closely in keeping the Long and Short Account. Likewise, sales made for future shipment should be deducted on the day of sale, but should not again be deducted when shipment is made.

Settlement with the Farmer.

The farmer may take a check in payment for his deliveries of grain at the time he makes the sale, but more frequently he will wait until several loads or an entire crop has been hauled before asking for settlement. In either case, if his ledger account has been credited when the grain was taken in, the entry involved will be that of debiting the farmer for the amount paid him and crediting the bank.

The most satisfactory way of making settlement with the farmer is to write a check each day for the value of the grain received from him that day, whether he desires to take the check at once or not. If he takes the

check the matter is closed; if he does not take it, it is a simple matter to hold the check in the safe, unsigned, and to deliver it when he calls for it. He may thus receive several checks at one time, but there is no objection to this. If the farmer owes the dealer for a commodity previously purchased the amount of this debt may, or may not, be deducted from the amount of his grain check. It is good business, however, to make this deduction and thus to effect an even settlement of the farmer's account.

The advantage of this method of writing checks for each day's receipts lies in the fact that it gives the dealer definite knowledge of the state of his bank account. When grain receipts are heavy and shipments light it will frequently cause the bank account to show a large overdraft that does not appear on the banker's books; but it is better that this be the case than that a large credit balance be shown when as a matter of fact the grain on hand and not paid for will represent a substantial overdraft.

Minimum Weights to Be Increased.

The minimum loading weight on grain and grain products is to be increased soon by the U. S. Railroad Administration. This will be done in an effort to secure heavier loading and make available additional freight cars for transportation of grain and grain-products. This amended tariff will provide that the increased weights are made effective purely as an emergency made necessary by the heavy demand for grain cars.

Director General Hines says: The new minimum weights will be as follows:

On grain, all kinds, the minimum weight will be the marked capacity of the car, except that where the marked capacity is less than 40,000 lbs. the minimum weight will be 40,000 lbs. per car. The actual weight will apply when grain is loaded to within 24 inches of the roof at the side walls of the car for the purpose of federal or state inspection by grain exchange at points where federal inspection is maintained (notation to that effect being inserted in the bill of lading by shippers) or when grain is loaded to proper grain line of cars so marked.

On grain products, the minimum weight will be 60,000 lbs. per car provided that when the marked capacity of the car is less, the marked capacity, but not less than 40,000 lbs. per car, will apply, and provided further, that when a car is loaded to full space capacity the actual weight will apply.

A. P. HUSBAND, sec'y of the Millers National Federation, is en route to Europe to investigate the conditions of the flour trade.

Defense of Permit System.

In response to a telegram from the Omaha Grain Exchange protesting against the putting into effect of the individual permit system as applied to the movement of grain to that market, C. E. Spens, traffic director of the United States Railroad Administration, wired:

The blanket system has not accomplished the desired purpose and with the many complaints of distressed section west of Missouri River, it is our opinion that quicker relief can be afforded under the individual than under the blanket system. At conference in Chicago a week ago arrangements were made to increase car supply west of Missouri River, which would increase receipts. At Omaha on Saturday you had 6,388,000 bus. in elevators and 484 cars on track. Receipt amounted to 221 cars, of which 162 were wheat. While we are endeavoring to relieve Omaha, eastern outlet very much restricted; elevators at lake and Atlantic ports full, with several million bushels wheat in cars on track, and a great deal of tonnage has been diverted from Atlantic to Gulf ports to relieve southwest distressed sections.

With increased car supply west of Missouri River and decreased outlet, more distinctive control of receipts at western terminal markets appears imperative. Minneapolis still has comparatively considerable storage available, although prospects are within immediate future individual permit system will have to be extended to that market. Handlings at Sioux City comparatively unimportant, although same action will be taken at that market as quickly as condition appears to warrant.

With benefit of last year's experiences as to permit system and with proper co-operation on part of country dealers, considerable less difficulty is expected this year than obtained last year. It will not be our intention to continue permit system longer than appears to be absolutely necessary to permit of regular flow of grain to markets.

THE CHICAGO BOARD OF TRADE is pronounced the most economical food distributing agency in the world by Herbert C. Hoover, in a statement made to a congressional investigating com'te. High food prices have been caused, in Mr. Hoover's opinion, by heavy purchases by exporters for foreign demand.

THE WHEAT PRICE in the U. S. is higher than the price paid in Canada and as a result many Canadian farmers have hauled their wheat as far as 60 miles in order to sell it at a U. S. market. It is rumored that the Dominion government will make an effort to stop this.

Stock Sheet

Date _____

	Wheat	Corn	Oats	Barley
On hand last night				
Received today				
Total				
Shipments and Sales *				
On hand tonight				

*Car numbers _____

Remarks _____

No Recovery from Bank of Payment on Fictitious B L

Methods of handling Bs/L and attached drafts give rise to so many possibilities of liability that the following decision of the Court of Civil Appeals of Texas, considering the different points of law, clears up most of the doubt as to who bears the loss on a fictitious B/L.

The Ft. Worth Elevators Co. got judgment against the Tradesmen's State Bank and the latter took an appeal, gaining a reversal, the court stating the case as follows:

On the date named H. L. Tankersley, a cotton broker at Hunnewell, Kan., doing business under the name of H. L. Tankersley & Co., deposited with the State Guaranty Bank of Blackwell, Okla., the following draft:

"H. L. Tankersley & Co., Hunnewell, Kansas.

"Dec. 30, 1916.

"Account Car No. 30257 A. T. Pay to the order of ourselves \$1,890.00, eighteen hundred ninety and no/100 dollars, value received, and charge the same to account of

"H. L. Tankersley & Co.,
"By H. L. Tankersley.

"To the Ft. Worth Elevators Co.,
"Ft. Worth, Texas.

"% Farmers' & Mechanics' Natl. Bank."

Attached to this draft was a B/L purporting to have been issued by the Atchison, Topeka & Santa Fe Railroad Company at Hunnewell Dec. 30, 1916, covering 71,000 pounds of bulk wheat consigned to the order of H. L. Tankersley, destination Galveston (for export), notify the Galveston Wharf Company at Galveston, state of Texas, car initial A., T. & S. F. car No. 30257. This purported B/L had the name of H. N. Stannard signed thereto as agent of the railway company. H. N. Stannard was the agent of the A., T. & S. F. Ry. Co. at Hunnewell, but did not sign his name to said purported B/L, nor did any one else acting for said railway company sign the same, and it was admitted that said signature was a forgery.

The State Guaranty Bank of Blackwell, Okla., had a checking account with Tankersley, and upon the deposit of said draft and B/L with said bank, and upon the indorsement of the draft by Tankersley, by signing "H. L. Tankersley" on the back thereof, Tankersley's account was credited with the amount of the draft, \$1,890. Credit was given on January 2, 1917, which was the first business day following the deposit of the draft. The draft and B/L attached was sent by the State Guaranty Bank to the Tradesmen's State Bank of Oklahoma City, and by the latter bank forwarded to the Stockyards National Bank of Ft. Worth, to be collected and credited in the usual way. At the time the State Guaranty Bank had to its credit funds in the Tradesmen's State Bank sufficient to cover any deficit that might be created by reason of the draft in question not being paid, and in accordance with its custom in such transactions, the Tradesmen's State Bank gave the Guaranty Bank credit for the amount of the draft, and when the Tradesmen's State Bank forwarded the draft to the Stockyards National Bank, the latter named bank was charged with the amount of said item. Upon receipt of the draft and B/L from the State Guaranty Bank, the appellant bank acknowledged its receipt in the following communication:

"The Tradesmen's State Bank.

"Oklahoma City, Jan. 2, 1917.

"Your favor of Dec. 30 is received with inclosures as stated.

"We credit as follows: 1890.

"In receiving items payable elsewhere than in Oklahoma City, this bank acts only as your agent and assumes no responsibility further than to use diligence through its ordinary and regular facilities in forwarding. Cash items credited on receipt subject to final payment.

"C. M. Bosworth, Cashier."

On Jan. 3, 1917, said draft was paid by the Ft. Worth Elevators Co., and remittance to cover was made by the Stockyards National Bank to the Tradesmen's State Bank, and by the latter to the State Guaranty Bank. On the back of the draft when presented to the Ft. Worth Elevators Co. there were the following indorsements:

(1) "Pay to any bank or banker. H. L. Tankersley"

(2) "Pay to any bank or bankers, all previous indorsements guaranteed.

"86-152 Dec. 30, 1916. 86-152.

"The State Guaranty Bank.

"Blackwell, Oklahoma."

(3) "Pay any bank or banker, all previous indorsements guaranteed.

"39-15. Jan. 2, 1917. 39-15.

"Tradesmen's State Bank.

"Oklahoma City, Okla."

(4) "Received payment thru Ft. Worth Clearing House.

"No. Jan. 3, 1917. 12.

"Stockyards National Bank,
"Ft. Worth, Texas."

On the back of the B/L was the same indorsement of appellant bank as that placed on the back of the draft; the bank's indorsement on the B/L being made by mistake of one of its employees. There was also indorsed the name "H. L. Tankersley," written by Tankersley himself.

Julie G. Smith, president of the Ft. Worth Elevators Co., testified that in paying the draft he was under the belief that the B/L attached represented a car of wheat; that this belief was based upon the signature of the agent, the indorsement of the shipper, and its coming thru the bank, and that on the strength of the indorsements he paid the draft; that the Ft. Worth Elevators Co. had no contract with H. L. Tankersley or H. L. Tankersley & Co. for the payment of this draft; that it had bought no wheat from Tankersley for which this B/L had been issued, and had no funds in its hands at the time belonging to Tankersley or Tankersley & Co. with which to meet the payment of the draft sued upon; that, acting for the Ft. Worth Elevators Co. he purchased the draft, believing that it covered a car of wheat, and that it had been regularly issued and properly indorsed by the bank and the shipper; that, if the B/L attached to the draft had not contained the indorsement of the Tradesmen's State Bank, said draft would not have been paid; that the first intimation that he had that there was anything wrong with this draft or B/L was about February 15, 1917. Upon failure to locate the car of wheat, and upon information that it had not reached Galveston and could not be found, he wired the railway agent at Hunnewell, and later went to Hunnewell, Kan., and Blackwell, Okla., and made a personal investigation, and found that the bill of lading was a forgery.

The evidence further shows that H. L. Tankersley in March, 1913, opened an account with the State Guaranty Bank, and continued to do business with that bank under that name until his disappearance in February, 1917; that on April 14, 1917, Tankersley's account was closed by the bank's depositing \$424.69 to the credit of Tankersley, to cover an overdraft, and charging the same up to loss. Plaintiff has never been reimbursed for any part of the amount paid for the draft and has never received any shipment of wheat described in the bill of lading.

On February 27, 1917, plaintiff filed suit against the Tradesmen's State Bank on said draft, alleging the issuance of the draft and B/L and indorsements thereon by defendant, and alleging that the B/L was a forgery and its issuance unauthorized by the railway company, and that the defendant, by reason of the premises, was chargeable with notice, when said draft was presented to the plaintiff, that the same was drawn to cover the value of the purported shipment of wheat, as mentioned in said draft and B/L, and that in paying for the same plaintiff was using its own funds, and was acting under the belief that it was purchasing a car of wheat of the value of \$1,890. Defendant denied that it acted otherwise in the transactions than as a medium of collection for the State Guaranty Bank of Blackwell, and further alleged that when plaintiff paid the amount of the draft it did so with notice that defendant was not the owner of the draft, but held same merely for collection. Defendant further alleged that the amount it had received in payment of the draft had been by it forwarded to the Guaranty State Bank. Jurisdiction was obtained over the defendant by the garnishment of funds belonging to it in the hands of the Stockyards National Bank of Ft. Worth.

The cause was tried before the court without a jury, and judgment was rendered for plaintiff for the amount claimed, together with interest and the costs of suit, from which judgment the defendant has appealed. The court filed its findings of fact and conclusions of law; the facts found being in the main as heretofore stated. He found that when the plaintiff paid the defendant the amount of the draft it did so under the belief that the B/L was in all respects regular and genuine and that it was purchasing from the defendant the contents of the car "A T 30257," and that the car so described in the B/L and the one described in the draft as "A T & S. F. car No. 30257" were meant to be one and the same; that plaintiff acted with diligence in notifying the defendant of the forgery of the B/L as soon as knowledge thereof came to the plaintiff.

Plaintiff's contention is that at the time it paid the draft, by reason of the indorsements thereon and the indorsement on the B/L guaranteeing all prior indorsements, defendant is shown to have owned the draft; that the forged B/L was not merely collateral security for the draft, but a part of the latter, because made so

affirmatively by being attached thereto; that as defendant indorsed the B/L, it guaranteed the genuineness thereof; and that in paying the draft plaintiff had a right to rely, and did rely on this indorsement as evidence of the genuineness of the bill of lading.

The defendant's contention is that the evidence shows that the defendant never owned the draft, but took it only for collection, and that plaintiff had notice, by reason of the customary usage of banks as collecting agencies in matters of this kind, and by reason of the indorsements on the draft, that Tankersley owned the draft and the defendant was only a collecting agent. It further contends that the fact disclose that defendant acted in good faith thru out the entire transaction connected with the collection of the draft, and had neither knowledge nor notice that the B/L was forged; that the B/L does not purport to be drawn against the wheat described in the bill of lading, but affirmatively shows to be drawn against the funds of H. L. Tankersley & Co. by H. L. Tankersley; that by indorsing the draft and causing it and the bill of lading to be presented to plaintiff the defendant did not represent the B/L to be genuine; and that no other representations were made by defendant to plaintiff.

We will first consider the case without reference to the effect, if any, to be given the indorsement stamped on the B/L by mistake of the defendant, and determine what would be the rights of the parties had no such indorsement been affixed. In 1 Daniel, Neg. Inst. (6th Ed.) § 698 d, p. 773, it is said:

"An indorsement on drafts, notes, or checks. 'Pay any bank or banker or order,' is not such an indorsement as to pass the title to the instrument. It merely authorizes any bank or banker into whose hands it might come to collect and remit the proceeds."

See, also, 8 Corpus Juris, p. 367, § 547 (note a), where it is said.

"The indorsement on a check by a bank which has cashed it: 'Indorsement guaranteed. Pay to any national or state bank or order'—is only an indorsement for collection, and does not transfer the title to the check to the indorsee. *Rolla Nat. Bank v. Salem First Nat. Bank*, 141 Mo. App. 719, 125 S. W. 513."

While such an indorsement may have sufficient title to support an action in his or its own name on the draft or bill against the drawer or acceptor, yet such right to collect the draft or bill by suit does not make the indorsee liable on its subsequent indorsement, made in the furtherance of collection. 8 Corpus Juris, § 1095, p. 338; 7 Corpus Juris § 271, p. 912. Nor is a bank, in the absence of fraud, required to proceed or exhaust its remedies against the drawee of the draft or bill before proceeding against the drawer. This was decided in the case of *Chrisman v. Nat. Bank*, 163 S. W. 651, cited by appellee. Also in a Missouri case, cited by appellees, to wit, *Burrton State Bank v. Peasemore Milling Co.*, 163 Mo. App. 135, 145 S. W. 508, the court, while sustaining the right of the collecting bank to maintain an action against the drawee of a draft, with B/L attached, the draft being made payable to the plaintiff bank and the drawee having notice of plaintiff's liability, having remitted directly to the broker, says:

"The great weight of authority is that the banks, in handling these Bs/L and drafts attached thereto, do not become personally responsible for the quantity or quality of the property described in the B/L."

In *Johnston v. Schnabaum*, 86 Ark. 84, 109 S. W. 1164 (17 L. R. A. [N. S.] 338, 15 Ann. Cas. 876), in speaking of the effect of that part of the indorsement reading, "Previous indorsement guaranteed," the Court says:

"So far as the guaranty of the previous indorsement of Redwine is concerned, that amounted only to a guaranty of the genuineness of the indorsement, and did not render the bank liable on the note."

In 1 Daniel, Neg. Inst. § 693, p. 773, it is said:

"And an indorsement of a note, 'Previous indorsements guaranteed' amounts only to a guaranty of the genuineness of the indorsement, and does not render such an indorser liable on the note."

The word "indorsement" applies to such written entries as may be made on the back of notes, drafts, checks, etc., and may transfer title to paper on which it is made. 2 W. & P. p. 1049; *Hendrick v. Daniel*, 119 Ga. 358, 46 S. E. 439; *Williams v. Osborn*, 75 Ind. 280; 4 A. & E. Enc. (2d Ed.) p. 256, §4; 7 Cyc. p. 822, § G, where it is said:

"The indorsement of a bill or note is a new contract, by which the indorser undertakes, conditional on due diligence on the part of the holder, that it shall be accepted and paid according to its tenor to the indorsee or any one who becomes a subsequent holder according to the terms of the instrument."

See, also, *Bank of Indian Territory v. First Nat. Bank*, 109 Mo. App. 665 83 S. W. 537; *Citizens' Trust Co. v. Ward*, 195 Mo. App. 223, 190 S. W. 364; *Nagle v. Lyman*, 14 Cal. 450, 454.

From the foregoing authorities we conclude that the indorsement on the bank of the draft by the defendant of "Pay any bank or banker, all previous indorsements guaranteed," merely

guaranteed the genuineness of the prior indorsements, and did not guarantee the payment of the draft, nor the existence quality, of quantity of the wheat mentioned in the accompanying B/L. Plaintiff would not be entitled to recover the money paid on the draft merely because the accompanying bill of lading proved to be a forgery. In *Goetz v. Bank*, 119 U. S. 551, 7 Sup. Ct. 313, 30 L. Ed. 515, it is said:

"A bank in discounting commercial paper does not guarantee the genuineness of a document attached to it as collateral security. B/L attached to drafts drawn, as in the present case, are merely security for the payment of the drafts."

See, also, *Blaisdell Co. v. Bank*, 96 Tex. 626, 75 S. W. 292, 62 L. R. A. 968, 97 Am. St. Rep. 944; *Hoffman v. Bank*, 12 Wall. 181, 191, 20 L. Ed. 366.

Appellee cites and apparently places great reliance on the case of *Landa v. Lattin*, 19 Tex. Civ. App. 246, 46 S. W. 48, by the Court of Civil Appeals for the Third District. While this case is probably distinguishable from the one at bar in certain material respects, viz., that in the *Landa* Case the draft was made payable to the cashier of the defendant bank, which bank discounted it to the amount of the usual collection charges, while here the draft was made payable to the order of the maker, and no charges were made for collection, or otherwise, yet we think the holding in the *Landa* Case, so far as relied on by appellee, has been impliedly overruled by our Supreme Court in *Commercial Bank v. Bank & Trust Co.*, 153 S. W. 1175. See, also, *Hawkins v. Alfalfa Product Co.*, 152 Ky. 152, 153 S. W. 201, 44 L. R. A. (N. S.) 600, and *Tapee v. Varley Wolter Co.*, 184 Mo. App. 470, 171 S. W. 19, both of which cases note the fact that the *Landa* Case is out of harmony with the trend of authority.

An indorsement in blank of the B/L itself would merely transfer the right held by the transferee in the property therein mentioned, and an indorsement restricted to a particular person or bank would transfer such rights as the indorser held in such property to his transferee. But in neither case would such indorsement constitute a guaranty of the quantity or quality of the goods or of the fact that any such goods existed or the genuineness of the bill of lading itself. In 10 *Corpus Juris*, 205, § 271, it is said:

"The rights arising out of a transfer of a B/L correspond, not to those arising out of the indorsement of a negotiable promise for the payment of money, but to those arising out of a delivery of property itself under similar circumstances. Although it has sometimes been said that a B/L is negotiable, nothing more is meant by this than that the transfer of the B/L passes to the transferee only such right or title as the transferor had to the goods there described."

See, also, *Jones on Collateral Sec.* (3d Ed.) p. 290, § 243; 10 *Corpus Juris*, p. 202, § 266.

Therefore the indorsement placed on the B/L by the defendant bank, at most, irrespective of the question of mistake, had no further effect than to guarantee the genuineness of the indorsement and did not guarantee the genuineness of the instrument itself, that is, the signature of the agent of the railway company. The only other indorsement on the bill of lading was that of H. L. Tankersley, which was genuine, having been placed there by said Tankersley.

We conclude that the defendant bank was not liable to plaintiff, under the facts shown, for the amount of the draft paid by the latter, and that the judgment of the trial court must be reversed, and judgment here rendered for appellant; and it is so ordered.—214 S. W. Rep. 656.

MAKING SUGAR FROM CORN COBS is being experimented upon by Prof. Reed at Huron (S. D.) College. A product known as xylose can be obtained from the cobs and it is believed that this can be converted into sugar.

WALKER D. HINES, director general of railroads, told Senator Cummins, chairman of the interstate commerce com'te, Nov. 4, that Pres. Wilson will return the railroads to their owners on Jan. 1 whether or not Congress passes a comprehensive railroad bill.

THE SHORTAGE of rice in the Philippines has become so acute that the government has placed an embargo on its shipment; is even importing 3,000 tons from French Saigon. The shortage is said to be due to hoarding by Filipino middlemen and lack of transportation.

THE ROUMANIAN CROPS are reported to be very good and the corn is maturing normally. It is estimated that there will be about 18,000,000 bus. of wheat, and 42,500,000 bus. of corn for export. Growers find it difficult to market their crops and growers do not believe that the proposed export tax will remedy conditions.

Regulations Under U. S. Warehouse Act.

The regulations approved by D. F. Houston, sec'y of agriculture, Sept. 9, have just been published for the guidance of those desiring to become warehousemen under the federal law.

Circular No. 141, issued October, 1919. "Regulations for Grain Warehouses" contains the regulations, a copy of the United States Warehouse Act approved Aug. 11, 1916, and amended July 24, 1919, and an index, the whole making a pamphlet of 46 pages.

S. G. Hilton, of the Department of Agriculture, who is interviewing warehousemen, has made the following summary:

The United States warehouse act provides for the licensing and bonding of warehouses, the issuance of standard storage receipts and the licensing of weighers and graders of products stored. The fundamental purpose of the act is the establishment of a standard form of warehouse receipts for grain and other agricultural products that will be readily and widely negotiable, as delivery orders or as collateral for loans, and therefore of definite assistance in financing crops. This purpose, the act aims to attain by licensing and bonding warehouses under conditions which will assure the integrity of their receipts and make these receipts reliable evidence of the condition, quality, quantity, and ownership of the products which may be stored with them.

The Sec'y of Agriculture may issue to warehousemen licenses for the conduct of warehouses in which grain may be stored for interstate or foreign commerce, and also a warehouse located in any place under the exclusive jurisdiction of the United States in which such products are or may be stored. Persons who are not warehousemen may also be licensed, subject to the same requirements of licensed warehousemen, to accept such products for storage in warehouses owned, operated or leased by any state. It is not compulsory that any warehouseman be licensed by the Secretary of Agriculture, as the system is wholly permissive.

Licensed warehousemen are not permitted to discriminate between persons desiring to store agricultural products in their warehouses. Warehousemen may mix grain and other fungible products ordinarily mixed in storage, when they are of the same kind and grade and are delivered from the same mass, but may not mix such products when they are of different grades.

Original receipts must be issued for all agricultural products stored in licensed warehouses, but only when such products are actually stored at the time of the issuance of the receipts. Additional or further receipts for the same products may be issued in place of lost or destroyed receipts, and then only under specified conditions.

The act enumerates certain facts which must be stated in all receipts issued by licensed warehousemen. They must show the location of the warehouse, the date of issuance, the consecutive number, whether the products will be delivered to the bearer, to a specified person or his order, the rate of storage charges, a description of the product stored, including the quantity or weight, the grade or other class, according to the official standards of the United States for such products, unless there be no such standard in which event it must be stated according to some recognized standard or according to rules and regulations prescribed by the Secretary of Agriculture, that they are issued subject to the United States warehouse act and the rules and regulations under it, ownership, if any, of the products by the warehouseman, any lien claimed by the warehouseman for advances made or liabilities incurred, any other facts required by the Secretary of Agriculture, the signature of the warehouseman, which may be made by his authorized agent. Unless otherwise required by the law, of the state in which the warehouse is located, the grade may be omitted at the request of depositors, except in the case of fungible agricultural products if the receipts clearly show that they are not negotiable.

THE SALE of an elevator in a good section of Iowa at public auction, is advertised on page 836 of this number of the Journal. Read this ad.

THE CORN AND WHEAT CROPS of Italy are turning out better than expected. However, it is still believed that it will be necessary to import about 80,000,000 bus. of wheat.

THE PICKER & BEARDSLEY COMMISSION CO. distributed to visitors at the St. Louis convention of the Grain Dealers National Ass'n leatherette bound vest pocket memorandum books with perforated removable leaves.

J. P. Griffin Enters Larger Field.

Friends of Joseph Griffin will be pleased to learn that he has been admitted as a general partner in the well known New York firm of J. S. Bache & Co. Mr. Griffin was formerly pres. of the Chicago Board of Trade, and heretofore did business under the name J. P. Griffin & Co.

The Bache concern is considered one of the largest and leading brokerage houses in New York. They are opening an office in Chicago, occupying the entire bank floor at 106 So. LaSalle Street, near the Board of Trade. Mr. Griffin will be the Chicago resident partner, and in full charge of all branches of the business at this office.

They will continue in the grain commission business, and all of J. P. Griffin & Co.'s employees will be associated with Mr. Griffin in the new concern. J. S. Bache & Co. can be relied upon to furnish a service in all departments second to none.

Associated with J. S. Bache & Co. are R. G. Freymark, married and with a family. He has eleven years office and sixteen years road experience. E. A. Praeger, who began with Eschenberger & Dalton, and is well known through Iowa, Minnesota, South Dakota and Illinois. Both are well posted on grain and railroad matters, and trade can depend that with Freymark and Praeger on the job, country shippers will receive a service second to Chicago.

The office is one of the best equipped in none in Chicago.

THE LEVER food and fuel control act dies with the proclamation of peace, in the opinion of Attorney General Palmer, who is asking the house com'te on agriculture to recommend legislation continuing the act in force for 6 months after peace is proclaimed, believing it would strengthen his hands in dealing with the coal strike.



J. P. Griffin, Chicago, Ill.

Feedstuffs

MINNEAPOLIS, MINN.—The Newsome Feed & Grain Co., of Pittsburgh, Pa., has opened an office here in charge of James J. Blackman.

CHAS. A. KRAUSE MILLING Co., Milwaukee, Wis., has registered as its trade-mark, the word, "Conservation" for use on poultry feed.

THE ASS'N OF FEED CONTROL OFFICIALS of the U. S. will hold its eleventh annual convention at Washington, D. C., Nov. 20 and 21.

BRISTOL, VA.—The building now being erected for the Service Feed Mill Co. is to be of reinforced concrete and will be two stories high.

WICHITA, KAN.—The Otto Weiss Alfalfa Milling Co. will not change its feed mixing operations here because of the new plant at Fort Lyons, Colo.

THE NEW ERA Cash Grain & Feed Co. has transferred its main office from Binghamton to Buffalo, N. Y. C. E. Winegart, sec'y, will have charge of the office.

WM. G. CROCKER, chairman of the special legislative com'te of the Millers National Federation, will attend the meeting of the feed control officials at Washington Nov. 20.

J. H. LEFEBVRE, of the firm of Lefebvre & Mahon, Quebec, Can., is dead. He was well known in the feedstuff trade and has been actively engaged in the trade for over 20 years.

WINONA, MINN.—We have let the contract for the remodeling of our elvtr., formerly owned by C. G. Stevenson Co., to C. E. Bird & Co.—E. F. Heim, pres. Northern Field Seed Co.

MINNEAPOLIS, MINN.—The warehouse of the Northwestern Feed Co. has been completed and the added floor space will make it possible to ship approximately 40 more cars each day.

KANSAS CITY, MO.—The Carlisle Commission Co. is enlarging its facilities for handling milffeds here. C. D. Carlisle, head of this organization, is first vice-pres. of the National Hay Ass'n.

THE LETULLE MERCANTILE Co., Bay City, Tex., has discontinued its feed department. The business is being carried on by E. E. Wood, former manager of feedstuffs for the Letulle Mercantile Co.

MINNEAPOLIS, MINN.—The Commercial Feed Co. has opened an office here in the Corn Exchange Building. The stockholders are mainly Chicago men; Stanwood N. Osgood is pres. and mgr. of the company.

North Bros.' grinding plant at Kansas City, Mo., is practically complete and ready for operations on alfalfa. It has a capacity of ten tons an hour. The company has enlarged its storage facilities 6,000 tons of meal, or 3,000 tons of hay.

FORT LYONS, COLO.—The Otto Weiss Alfalfa Milling Co. of Wichita, Kan., will build an alfalfa meal milling plant here which will cost about \$35,000. This plant will be used only for hay grinding and the feed mixing operations will be carried on at Wichita as has been done in the past.

PEORIA, ILL.—A large sum of money is being spent in converting the distilleries here into glucose plants and they are going to use the old Corning Distillery for a feed plant, something similar or on the same lines as the American Milling Co. proposition is here; all kinds of cow feed, hog feed and chicken feed, and the other three plants are going to be used for making glucose, and the name of the concern is the United States Food Products Co. They inform us that they will probably

be consuming 60,000 bus. of corn daily within a year. It certainly will be a great thing for our market. They expect to be using 20,000 bus. of corn by the first of the year. I also understand that some of their plants will be made into yeast plants. It certainly is very encouraging for the Peoria markets to know these industries will be here.—J. A. Waring

Community Millers Incorporate.

A corporation with a capitalization of \$100,000 to be known as the American Mills Co. was the outcome of a meeting of delegates from eight northwestern states in Minneapolis Oct. 24-25 for the purpose of organizing a branch of the National Community Millers Ass'n. Membership will be limited to mills with a capacity of 1000 barrels or less a day. Each 100-barrel or less mill will be expected to subscribe for \$200 in stock, while mills of greater size will take \$2 of stock for each barrel of capacity.

The corporation will maintain a blending plant and a laboratory for the benefit of stockholders and will undertake to dispose of their surplus product. R. D. Collins, Windom, Minn., was elected first pres.; G. A. Hosmer, Chaseburg, Wis., vice-pres., and Peter Vandergon, Maple Lake, Minn., sec'y and treas. A trade mark containing the letters A. M. C. is proposed.

E. H. Sherwood of Chicago, national sec'y, delivered an address on "Ass'n Work."

The Haugen Bill Unpopular.

The Haugen Bill, H. R. 8342, recently introduced into the house in Section 3, paragraph A-2 requires that a statement be printed on the package giving the kind and weight of each ingredient, designated by the name by which it is commonly known. This means the publication of the complete formula of the feed and is not in accordance with the idea of protecting secret formulas which the same law recognizes. To require the formula publication is a violation of the principles of protection to which a manufacturer is entitled.

A. C. Palmer, of Waverly, N. Y., insists that.

Publishing the formula would make it impossible to vary the formulas to give consumers the advantage on market conditions, for it would require changing the labeling of the bags whenever making a change. Available supplies of ingredients change in price quickly and thus it is impossible to anticipate changes in the formulas. It is impossible to get supplies of tags or other labels for bags of feed in less than 6 or 8 and sometimes 10 weeks. This alone would prevent changes, and consumers would often be forced to pay unnecessarily high prices.

A simple statement of the different ingredients without stating the amount of each will serve every purpose in protecting the consumer. The guaranteed analysis in protein, fat and fibre establishes the standard as a guide for the consumer in purchasing new brands of feed. After trial, the feed must stand on its own merit and the consumer will be guided by the result obtained in its feeding. It is no longer different ingredients, but it is a finished product and it must stand on its own merits and should be judged in that way.

The statement of ingredients placed on the bag, is of value in showing what is not contained in the feed as well as showing what is contained in it. By the statement, the consumer can determine whether or not ingredients of no feeding value are used; but beyond this, his interest is in the results which are shown and the price of the feed. The standard is established by the guaranteed analysis and must be maintained, and, from the consumer's standpoint, the actual feeding will prove the merit of the feed.

Feedstuffs Movement in October.

Receipts and shipments of feedstuffs at the various markets during October, compared with October, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
New York, tons	70		133	
Chicago, lbs.	60,033,000	41,823,000	112,487,000	56,729,000
Kansas City, tons	8,900	500	15,100	8,320

Misbranding and Adulteration.

Under the Food and Drug act the following have recently been prosecuted in the U. S. District Courts:

The Sutherland Flour Mills Co., Cairo, Ill., charged with adulterating and misbranding dairy feed, admitted allegations of libel and the product was released upon payment of costs of the proceedings and the execution of a \$250 bond.

Thomas R. and Joseph W. Pugh trading as the Wilmot Oil Co., Wilmot, Ark., entered a plea of guilty to the charge of adulterating and misbranding cottonseed meal. A fine of \$50 was imposed.

Grain Exchanges Consolidate.

The Utah-Idaho Grain Exchange and the Ogden Grain Exchange have consolidated under the latter name. The consolidation brings about a centralization of the grain business in Ogden, Utah, and the closing of the office that had been maintained at Salt Lake City by the first named exchange. Officers are: Pres., G. B. Flack; vice-pres., U. G. Holley; sec'y and treas., John Taylor.

Ogden is a transit point for three-fourths of the grain shipped in Utah, Idaho, Eastern Nevada or Western Wyoming.

Proving Deterioration in Transit.

BY OWEN L. COON.

Every shipper should take a moisture test of his grain before shipment and should record such test, where the corn is liable to get out of condition if delayed in transit. The reason is this. If delayed in transit, and the corn gets out of condition you must be in a position to prove the extent of your damage. The corn arrived, say in sample condition, and you suffer a severe discount. The corn when it was shipped was, say number four. The extent of your loss is, of course, the difference in the market value of the grain in the condition it should have arrived but for the delay in transit for No. 4—and the market value of sample corn. You can easily prove that the grain graded sample at destination. But can you show definitely and certainly that it graded No. 4 unless you have taken a moisture test previous to shipment?

This in fact is the first information which the claim department asks for on a claim for off-grade as a result of delay in transit. It is also the very information which most shippers cannot provide. I was able to obviate the lack of this information on a claim which I handled not long ago for the Farmers Elevator Co., of Ludlow, Ill. The shipper the day previous had shipped the remainder of the corn in the same crib in two other cars which graded No. 4 at destination, and from such circumstance I was able to prove the grade at point of shipment. This, however, cannot always be done to the satisfaction of the claim department.

If every shipper of grain would resort to the use of the moisture test on grain which he has reason to believe may get out of condition if there is a delay in transit, it would be the means of his making good on many such claims that are refused. It may seem like a lot of trouble for nothing, but delays in transit do occur and if only one of them arises in a year the practice will pay large returns for the time consumed.

Books Received

BIENNIAL REPORT of the Kansas State Board of Agriculture is one of the late arrivals. Besides the usual tables and statistics, the book carries a large number of illustrations, articles on topics of live interest and on community life. It contains much good reading matter, as well as papers of scientific value.—Kansas State Board of Agriculture, Topeka, Kan.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, and accidents are welcome. Let us hear from you.

CALIFORNIA

San Francisco, Cal.—Representatives from the Federal Grain Supervision office of the Bureau of Markets, are to tour the state and to hold meetings in every county for the purpose of explaining to growers methods of cleaning and grading grain.

CANADA

Montreal, Que.—H. G. Wilkinson is now grain sales mgr. for the Judge Grain Co.

Toronto, Ont.—C. R. Vannatter, formerly of Saskatoon, Sask., has entered the grain trade at this market and is operating as Vannatter & Co.

Belleville, Ont.—The Judge Jones Milling Co., organized by Geo. B. Jones, of Montreal, will build a mill and elvtr. here. Mr. Jones will still retain his interest in the Judge Grain Co. of Montreal.

Thornbury, Ont.—The town milling plant, operated by W. Moore & Son, Meaford, Ont., burned with a loss of \$20,000. Loss includes 1,000 bus. of wheat, insurance \$13,000. The town carried \$8,000 insurance on the building.

Port Colborne, Ont.—The Government Elvtr., wrecked by a dust explosion, Aug. 9, is undergoing repairs, but will not be ready for operation before spring. In the meantime grain transfers are made thru the one-leg elvtr. at the Maple Leaf plant. It is reported that 60,000 bu. of wheat in the elvtr. at the time of the explosion, which was taken to Montreal for renovation, did not grade high enough for export and it may be brot to Buffalo.

Vancouver, B. C.—J. E. Hall, formerly gen. mgr. of the Vancouver Milling & Grain Co., has succeeded H. T. Coperly as pres., Mr. Coperly resigning on account of ill health. F. W. Counsefell becomes 1st vice-pres., H. P. Chapman, Seattle, 2d vice-pres., John Cowan, sec'y-treas. and Robert McKee, gen. mgr. Mr. Hall built the first elvtr. in this city in 1905, and lost it by fire in 1909. The elvtr. was immediately replaced by a 250,000-bu. concrete house.

WINNIPEG LETTER.

The Franco-British Country Elvtrs. Co. incorporated; capital stock \$100,000; The new company will build a line of elvtrs. in Canada.

The Board of Grain Supervisors has given formal notice that it is about to close its operations and asks that all outstanding financial matters be closed at once.

Transfers of memberships in the Grain Exchange during October are B. J. Ostrander to F. Freed, Winnipeg; C. E. Eggleston to A. A. Hallett, Minneapolis; J. J. Bagley to B. B. Bryan, Chicago; C. W. Gillespie to H. R. Lord, Winnipeg; T. S. D. Walley to C. H. Whelley, Winnipeg; H. H. Winearis to P. R. Babcock, Winnipeg; G. E. Cathcart to G. H. Clearman, Winnipeg; and J. P. Kenny to A. J. E. Sumner, Saskatoon.—J. L. Irving, ass't sec'y, Grain Exchange.

COLORADO

Paoli, Colo.—I. J. Taylor has sold his elvtr. at this point.

Denver, Colo.—We have been admitted to membership in the Grain Exchange.—Fred W. Elder, Hastings, Neb.

Otis, Colo.—Carl Peterson has resigned as mgr. of the Farmers Elvtr. and is now mgr. for the Farmers Grain & Gen. Shipping Ass'n at Ragan, Neb.

Steamboat Springs, Colo.—Our new 18,000-bu. elvtr. will be completed about Dec. 1. H. F. Barber is pres. of our company and F. E. Southlea, sec'y-treas.—C. E. Potter, mgr. Farmers Elvtr. Co.

Platner, Colo.—The new 30,000-bu. elvtr. of G. C. Miller is nearly completed.

Sedgwick, Colo.—We have just completed our 25,000-bu. tile elvtr. We started to do business here in July and before our elvtr. was completed sold 85,000 bus. on track. We have a capital stock of \$20,000 and our officers are J. W. Lahart, mgr.; E. C. Hamilton, pres.; M. Gyger, sec'y-treas.—W. J. Broadhead, auditor, Farmers Co-operative Elvtr. Co.

IDAHO

Deary, Ida.—Our officers are W. A. Bower, pres.; H. L. Ingle, sec'y and I am mgr.—W. J. Davis, Farmers Whse. & Elvtr. Co.

ILLINOIS

Lawndale, Ill.—The Farmers Grain Co. has been organized here.

Kincaid, Ill.—Clyde McClintic is now mgr. of the elvtr. at this station.

Pontiac, Ill.—We have opened an office here with E. J. Rose as mgr.—Bartlett Frazier Co.

Manteno, Ill.—West Bros. have sold their elvtr. to a farmers company now being organized.

Hillery (Danville p. o.), Ill.—C. B. De Long is building a new office and installing new scales.

Girard, Ill.—We have decided to discontinue business and the firm will be dissolved.—P. S. Carter & Co.

Mackinaw, Ill.—We succeeded Walker & Eliff, Oct. 1.—Walker Vienmont & Co., by Thos. Vienmont.

Cairo, Ill.—I am now located at Sikeston, Mo.—S. J. Toler, formerly elvtr. supt. Sutherland Flour Mills.

Ogden, Ill.—The Farmers Co-operative Grain Co. is reported to have leased the elvtr. of Frank Supple, of Bloomington.

Good Hope, Ill.—E. E. Sapp who owned an elvtr. at this point and who recently sold it to A. C. Parks, is dead.—E.

Bolivia (Mechanicsburg p. o.), Ill.—The Farmers Grain Co. has completed its new warehouse adjacent to its elvtr.

St. Joseph, Ill.—Paul Rising, who has been managing the elvtr. of his father, Edward Rising, has leased and will operate it.

Mahomet, Ill.—Harley Woolsey & Co. have taken over the elvtr. recently bot of Wm. Wykle and I will be mgr.—Harley Woolsey.

Van Orin, Ill.—We are building a new reinforced concrete elvtr. 78 ft. high.—Farmers Elvtr. & Supply Co., H. G. Stauffer, mgr.

Grand Ridge, Ill.—The Co-operative Grain & Supply Co. has decided not to build the office that it had planned to erect, at present.

Blue Mound, Ill.—N. K. Hedrick has succeeded W. I. Moore as mgr. of the Farmers Grain Co. Mr. Moore has moved to Decatur.

Forest City, Ill.—The Forest City Grain Co. is equipping its elvtr. with a new inside ear corn dump, that is operated by engine power.

Marshfield, Ill.—The elvtr. of Seeger & Betts was entered by a thief, Oct. 24, who succeeded in prying open the cash drawer and securing \$30.

Bartels, Ill.—The Co-operative Grain Co. is building a 50,000-bu. reinforced concrete elvtr. Miller, Holbrook, Warren & Co. made the plans and Downey & Son have the contract for construction.

Clarksdale, Ill.—The Christian County Grain Co. of Taylorville has been incorporated with a capital stock of \$15,000, by Troy L. Long, W. D. Shenann, J. J. Achenbach, and Geo. W. Parrish and has bot the elvtr. of Twist Bros. at this station.—Kelley Durbin, mgr.

Catlin, Ill.—We are improving our elvtr. Building a new cob burner and otherwise fixing up the house.—F. R. Best, mgr. Farmers Elvtr. Co.

Rochester, Ill.—We will build an elvtr. here. Work is to commence as soon as plans are finished.—Berry & Breckenridge Farmers Grain Co.

Rumpler, Ill.—Frank Fenters resigned as mgr. of the Farmers Elvtr. Co., Nov. 1. Frank Supple is painting and redecorating his elvtr. office.

Prophetstown, Ill.—We have installed 2 Gohr Donovan Auto Truck Dumps in our elvtr. here and 1 in the elvtr. at Hoopole.—Mathias Bros. & Co.

Mt. Auburn, Ill.—The Mt. Auburn & Osbornville Grain Co. has built a new smokestack to replace the one badly damaged in a recent storm.

Godfrey, Ill.—The new concrete elvtr. of the Godfrey Co-operative Elvtr. Co., is nearly completed. The elvtr. will be 85 ft. high when finished.

Clarksdale, Ill.—The Farmers Grain Co. has been organized here and it will soon build an elvtr.—Christian County Grain Co., Kelly Durkin, mgr.

Bongard (Villa Grove p. o.), Ill.—John Gorman, formerly mgr. for Paul Kuhn & Co., has succeeded J. C. Deere as agt. for the Bongard Grain Co.

St. Elmo, Ill.—The Equity Exchange has bot out the Clover Leaf Produce Co. and will use this building for grain handling until its new elvtr. is completed.

Kempton, Ill.—J. Melvin Leaden, mgr. for the Harrison, Ward Co. at Craig, has been transferred to the company's elvtr. here, succeeding Loftis Ward, former agt.

Tampico, Ill.—The foundation and pits for the new concrete elvtr. of the Farmers Elvtr. Co., have been completed and the pouring of the concrete will be started at once.

Dongola, Ill.—The Wright Roller Mills will make many improvements in its plant next year and will install dust collector grain cleaner, automatic scales and elvtr. supplies.

Decatur, Ill.—The Stevens-Freeman Grain Co. has moved from its offices in the Waite Bldg., and is now occupying an office in the suite of the Stokes-Barkley Grain Co.

Douglas, Ill.—I sold my elvtr. at this station and it will be managed thru the Inland Grain Co. of Galesburg. I will manage the new elvtr. I have bot at Mahomet.—Harley Woolsey.

Palmer, Ill.—Leslie L. Jones has bot the elvtr. of Twist Bros. and is operating it now. Mr. Jones was bookkeeper for the company for a number of years before buying the plant. He will operate as L. T. Jones & Co.

Bridgeport, Ill.—The 30,000-bu. concrete elvtr. for the W. C. Cooper Grain Co. is finished. Miller, Holbrook, Warren & Co. made the plans and Downey & Son did the construction work.

Greenfield, Ill.—The Farmers Elvtr. Co. is erecting a 25,000-bu. concrete elvtr. to be equipped with one leg, one dump, a cleaner and a Richardson Scale. Miller, Holbrook, Warren & Co. designed the plant.

Barnes, Ill.—The Barnes Elvtr. Co. is building a 50,000-bu. concrete elvtr., equipped with all modern machinery. Plans were drawn by Miller, Holbrook, Warren & Co. Downey & Son did the construction work.

St. David, Ill.—Farmers in this vicinity met Oct. 30 for the purpose of forming a co-operative elvtr. company. It is planned to have a capitalization of \$25,000 and it is expected that they will erect an elvtr.

Cuba, Ill.—The new office, working house and a 40,000-bu. tank have just been completed by the Farmers Elvtr. Co. Miller, Holbrook, Warren & Co. drew the plans. Downey & Son had the contract for the construction work.

Hughes (Hume p. o.), Ill.—The National Elvtr. Co., is negotiating for the purchase of the elvtr., it is now operating under lease, owned by Fred Cash, who has been its mgr. here, but who now desires to retire from business.

Symerton, Ill.—B. J. Baskerville has bot a half interest in the Pierce Carey Grain Co., successors to the Farmers Grain Co., which went into bankruptcy, and has succeeded Edward Carey as mgr. Other members of the firm are Wm. Nugent, Pierce Carey and Stephen Tully.

Clinton, Ill.—Loftus Ward, formerly mgr. of the Harrison, Ward Co., at Kempton, has moved to this city and will be connected with the firm here, this being its headquarters. He is a son of Daniel Ward of the company.

Butler, Ill.—Butler Grain Co.'s new elevator is now completed. Construction is of reinforced concrete and capacity 40,000 bus. Miller, Holbrook, Warren & Co. made the plans and Downey & Son did the construction work.

Springfield, Ill.—The Murphy Grain Co. will continue in the grain business here also Mr. Murphy has sold his interest to the other stockholders. He will operate the Murphy-Grier Grain Co. in this city and at Peoria, in conjunction with T. A. Grier.

Troy, Ill.—The new elvtr. of the Troy Grain Co., was dedicated Oct. 18, by an all day program with A. N. Steinhart, Millard R. Meyer, and many other speakers on the list. A chicken and fish fry dinner was served, and all who came made a tour of the elvtr.

Stonington, Ill.—I will operate at this station as the Young Bros. Grain Co. W. K. Ziegler will be in charge of the elvtr. I recently bot here from Alyward & Ziegler, and I will remain at Boody indefinitely.—Otto F. Young, Young Bros. Grain Co., Boody.

Ottawa, Ill.—The South Ottawa Co-operative Grain & Supply Co., incorporated, capital stock \$30,000. It will build a new elvtr. in South Ottawa very soon. J. J. Hornung, pres.; Everett Hodgson, vice-pres.; Milo Titzel, 2d vice-pres.; Edward F. Peck, secy., and H. L. Arnold, treas.

Westville, Ill.—We have bot and will install as soon as the weather permits, a Challenge Dump—C. O. Bushong, mgr. Westville Elvtr. & Feed Co.—Mr. Bushong has bot the interest of O. M. Mackey in the elvtr. and the bank of which Mr. Mackey was pres. He was also organizer of the grain and feed company.

Garber, Ill.—We have bot the elvtr. of Stevens & Freeman, of Decatur, at this station, and will operate it as the Baily-Moore Grain Co., but will make our headquarters at Elwin. I will remain mgr. for the Farmers Elvtr. Co. at Elwin, until Jan. 1, when I will move to Garber.—Herbert J. Moore, mgr. Farmers Elvtr. Co., Elwin.

Verona, Ill.—We intend doubling our capacity and installing 2 new dumps, 2 legs, and a 3,000-bu. per hour Richardson Automatic Compensating scales. Our officers are C. H. Fellingham, pres.; John D. Knibbs, vice-pres.; R. J. Glenn, secy-treas and Chas N. Bonges, mgr.—Farmers Elvtr. Co.

Rapatee, Ill.—A strike of the men at work on the elvtr. of the Farmers Elvtr Co. did not as expected delay the building of the house. The contractor simply called in a few local carpenters and the building is now completed to the square and roofed. The cupola will be finished this week.

West Point, Ill.—Farmers Co-operative Elvtr. Co. has incorporated for \$20,000 and will take possession of the Major Elvtr. which we recently bot Dec. 1. Officers are F. C. Mensendick, pres.; Jesse Omer, vice-pres.; Harland Jinst, 2d vice-pres.; Geo. W. Major, mgr., and myself secy.-treas.—V. A. Tripp.

Drake, Ill.—The contents of the elvtr. of the Farmers Elvtr. Co. destroyed by fire, Oct. 13, included 1,800 bus. of wheat and 1,700 bus. of oats, the insurance amounting to \$8,000 on buildings and \$10,000 on the grain. A car containing 1,800 bus. of wheat billed to the C. & A. Ry. Co., which was standing on track was also burned. The fire started in the top of the elvtr. and burned rapidly.

Tomlinson Siding (Mount Pulaski p. o.), Ill.—The recently organized Farmers Elvtr. Co. appeared before the Public Utilities Commission, Oct. 31, and asked for an order from the commission requiring the I. C. R. Co. to put in a switch track to serve the elvtr. here. The railroad company is alleged to have promised the switch before the elvtr. was completed and to have refused to put it in later.

Decatur, Ill.—The Shellabarger Elvtr. Co. is building a 35,000-bu. reinforced concrete tank addition to its elvtr. The tank is 70 ft. high and 36 ft. in diameter. The elvtr. will be equipped with one leg and one dump. A 40x40 ft. concrete hay and flour warehouse is also being added to the elvtr. Switching tracks are being changed to accommodate 20 cars instead of 8. The company will have a total capacity of 125,000 bus. when the new work is completed.

Owaneco, Ill.—The Owaneco Farmers Co-operative Ass'n, incorporated; capital stock \$30,000; incorporators, C. M. Mitchell, P. Snyder, C. H. Bonnell, Chas. H. Hague, C. A. Long, J. W. Anderson and Ross E. Peabody.

Bloomington, Ill.—Lawrence Farlow has succeeded A. N. Steinhart who recently resigned, as sec'y of the Illinois Farmers Grain Dealers Ass'n. Headquarters will remain in this city.

New Lenox (Joliet p. o.), Ill.—The New Lenox Grain Co. was placed in the hands of the Joliet Natl. Bank as temporary receiver Oct. 26, by order of the federal court, and an involuntary petition in bankruptcy was filed. A week before the receiver was appointed Willis Morris, owner and mgr. of the company, disappeared and has not been seen since, altho it is thot that he has gone to California. The assets and liabilities have not been fully summed up but it is said that they will amount to from \$10,000 to \$15,000 assets and \$18,000 liabilities. The house is owned by the C. P. & R. I. R. R.

Rochester, Ill.—The Supreme Court has affirmed the decision of the appellate court awarded Twist Bros. \$1,750 damages in its suit against Francis M. Burns to recover on a contract for grain. The Supreme Court refused to grant Burns a writ of certiorari on appeal from the lower court's decision. Burns entered into a contract with Twist Bros. for the sale to them of 4,500 bus. of corn at \$1.30 a bu. and received from them an advance of \$3,000. Later he failed to deliver the corn at the agreed upon time, and Twist Bros. then refused to accept delivery at a later date because corn had dropped below the price agreed upon. Twist Bros. were given a verdict for \$1,750 damages against Burns in the county court, which the appellate court upheld. In appealing, Burns claimed that Twist Bros. by refusing to accept delivery caused him a loss of \$3,455 and that consequently there remained due to him a sum of \$986.

PEORIA LETTER.

Memberships in the Peoria Board of Trade, which sold around \$15 a few years ago, have made a remarkable advance. One man who bot a membership at \$15 two years ago was glad to accept a bid of \$45 not long ago; but now they are selling at \$650.

The Murphy-Grier Co. has been formed by T. A. Grier, of T. A. Grier & Co., Peoria, and M. F. Murphy, of the Murphy Grain Co., Springfield, the interests of the two firms having been consolidated. J. W. Bryan, formerly mgr. for the Murphy company here and A. F. Rhodes, with the same company at Springfield, are connected with the new firm which will do a general grain business with offices here and at Springfield. The firm is also correspondents of the Armour Grain Co.

CHICAGO NOTES.

Board of Trade memberships are selling at \$10,850 net to buyer.

Ware & Leland have opened an office on Lake St. with Geo. B. Johnson as mgr.

The rate of interest on advances for November has been fixed at 6½% by the Finance Com'te of the Board of Trade.

We have moved our offices into larger quarters in the Postal Telegraph Bldg., but are still on the 9th floor.—W. H. Perrine & Co.

Albert Charrlin, after two years absence from the road, has returned and will travel S. D., northwest Ia., and southwest Minn. for C. H. Thayer & Co., making his headquarters at Sioux Falls, S. D.

A com'te is to be appointed by the directors of the Board of Trade to prepare rules and regulations for a corporation plan for clearing trades on the exchange.

Walter E. Schmidt, chief state grain inspector, has been elected pres. and director of a new organization that has taken control of the Roseland State Savings Bank.

The proposed change in the rules prohibiting trading by employees of one house thru another without permission of their employer, was defeated by a membership vote of 451 to 117.

The special lecture, "Dust Explosions and Their Prevention," which has been prepared for exhibition by the U. S. Bureau of Chemistry under the direction of the Grain Corporation, will be given in the Smoking room of the Board of Trade at 3 p. m., Nov. 12.

John J. Boyle has severed his connection with Jackson Bros. and will take care of the country end of the Schneider, Ind., Elvtr. business, at Chicago for the Taylor & Bournique Co.

E. B. Conover, of the Conover Grain Co., was suspended from all privileges of the Board of Trade, for 10 days, beginning Oct. 29, for violation of the rules governing the operation of solicitors.

G. E. Warren, formerly connected with the office of McCarthy Bros. in Duluth, is now in charge of the cash grain of the company here and is working in conjunction with S. C. Harris at this market.

A. W. Carver will represent the Moses Rothchild Co. in Iowa, southern Minnesota, etc. Mr. Carver has been a successful mgr. of farmer elvtrs. companies for a number of years. His headquarters will be at Davenport, Ia.

New members of the Board of Trade are Fred L. Richards, M. F. Cudahy, V. L. Lang, A. L. Rosener, J. C. Knoche, John H. Van Dyke, and Oliver M. Evans. Transferred: A. J. Wilson, est. of Patrick Cudahy, Geo. E. Pierce, W. F. Lathrop, C. A. Fleetwood and D. W. Howland.—John R. Mauff, sec'y Board of Trade.

Wm. W. Norris, sec'y of the Wm. Nash Co. died Oct. 28, at the hospital after a lingering illness. Mr. Norris had been a member of the Board of Trade for 37 years. He is survived by a widow and 2 daughters. He was about 60 years old and was at one time broker for B. P. Hutchinson, better known as "Old Hutch," the wheat king.

The Kensington Elvtr. Co. has been organized here to take over and operate the Michigan Central Elvtr. The new company has been incorporated; capital stock of \$30,000. Fifteen men are interested in the enterprise; the officers are: W. P. Anderson, pres.; F. H. Mealliff, vice-pres. and mgr.; A. B. Lord, treas.; Geo. R. Tanner, sec'y. Possession has not yet been taken.

The officers of the Board of Trade Signal Corps school gave a dinner at 5:30 p. m. Oct. 28 at the Central Y. M. C. A. to the local operators who contributed their services as teachers in the school. Pres. Gates of the Board of Trade spoke, and later the honored men were presented with citations from the government, and a token of appreciation from the Board of Trade. More than 300 were present for the occasion.

The ever re-occurring question of a new home for the Board of Trade has again been shelved. After the building com'te handed in their report showing a new building, etc., would cost \$6,250,000, the directors returned the report to the permanent building com'te, and adopted a resolution requesting the real estate com'te of the board to secure estimates of the cost of necessary repairs on the present building to make it safe for use this winter. The real estate com'te recently submitted estimates that to thoroly repair the building would cost \$350,000.

Robert J. Kjarsgaard, sec'y and treas. of the New York Overseas Co., was expelled from membership in the Board of Trade Oct. 22. He failed to appear for trial, but there were 2 witnesses from New York who testified against him. He is the first man to be disciplined under the regulation, limiting trading in corn to 200,000 bus. The three counts against him were: Exceeding the 200,000 bu. limit in trading; making false reports of names, using dummies in his returns of trades to the directors, and giving false testimony before a com'te of directors at a preliminary hearing last December.

INDIANA

Pentleton, Ind.—We are putting in a new grinder and coal bins.—Collingwood Bros.

Greensburg, Ind.—The Garland Mill Co. increased its capital stock from \$50,000 to \$100,000.

Uniondale, Ind.—The Miller & Brickley Grain Co. has recently installed an electric motor to run a grinder.

Fairland, Ind.—I am installing a 15-ton Fairbanks Truck scale in my elvtr.—J. S. Sellars, Frank Sellars, mgr.

Michigantown, Ind.—Earl Davis, formerly mgr. of the Davis Grain Co. at Clarks Hill, is now mgr. of an elvtr. at this station.

New Palestine, Ind.—We dismantled the old mill to make room for storage of feed, etc.—H. E. Waltz, sec'y, New Palestine Grain Co.

Burr Oak, Ind.—I have no partner as has been reported and there is no one interested in my business but myself.—Franklin Overmeyer.

Glenwood, Ind.—Farmers Co-operative Co. incorporated; capital stock \$40,000, incorporators, J. C. Beaver, F. T. Reed and T. G. Richardson. A \$40,000 elvtr. will be built.

Vera Cruz, Ind.—The site of the old elvtr. of the Studebaker Grain & Seed Co. has been sold to Jones Meyer who will build an elvtr. and mill.

Poneto, Ind.—Arnold & Engeler are moving their elvtr. at Petroleum to this city where it will be put on a new foundation, repaired and overhauled generally.

Schneider, Ind.—The Taylor & Bournique Co., of Milwaukee, has bot the 300,000-bu. elvtr. operated by the Armour Grain Co. and owned by the N. Y. C. Ry. Co.

Bedford, Ind.—Chas. L. Lemon, pres. of the Indiana Millers Ass'n, died recently. He was owner and mgr. of the Lemon Milling Co., and operated an elvtr. here and at Elnora.

Yeddo, Ind.—We have completed our new \$30,000 elvtr. and it is now in full running order. It replaces the house burned June 18.—Thos. Glasscock, Jr., gen. mgr. Farmers Grain Co.

Herr (Lebanon p. o.), Ind.—We are building a new warehouse and coal sheds here. We succeeded Herr & Jenkins, on the death of Mr. Jenkins. Ben Herr is mgr.—Kern, Kirtley & Herr Co.

Dunkirk, Ind.—A. D. and Forest Shirley, of Lebanon, have bot the elvtrs. of the W. L. Skinner Grain Co. at this station and at Mill Grove. Nat P. Clabaugh, elvtr. broker, negotiated the sales.

Butler, Ind.—Blaine Parker, a prominent farmer of Shelby county, is reported to have been indicted by the grand jury on charges that he sold his crop to one elvtr. and delivered it to another house, after maturity. He has been released on bonds of \$500.

New members of the Indiana Grain Dealers Ass'n are as follows: B. B. Minor & Son, Indianapolis; Kennard Grain Co., Kennard, Ind.; Doane & Hillis, Clarks Hill, Ind.; Wolf Grain Co., Morristown, Ind.—Chas. B. Riley, sec'y, Indiana Grain Dealers Ass'n.

Gessie, Ind.—Gessie Grain Co., incorporated, capital stock \$25,000, officers and incorporators Wm. Eyan, pres.; Ray White, vice-pres.; Cortz Jones, secy., and Squire Metzger, treas. The company is negotiating for a site and will build a new house at once.—E.

Indianapolis, Ind.—We made an offer of \$25 in cash to any one connected with the grain trade, who would suggest a name acceptable to us for our new elvtr., which is now nearing completion. The contest closed Nov. 10.—Springer & McComas Grain Co., Inc.

Goodland, Ind.—The Farmers Co-operative Co., which bot our elvtrs. here and at Percy Junction (Foresman p. o.), took possession Oct. 15. Chas. Adamson, formerly of C. H. Adamson & Co. at this station, is the new mgr., having sold his interest in that firm to his partner, J. D. Rich, of Brook, who will continue the business under the name of the Rich Grain Co., with W. G. Beall, formerly our mgr., as his mgr.—Goodland Grain Co.

Pierceton, Ind.—Ralph W. Cole, of this city was apprehended in North Manchester, Oct. 10, charged with having stolen a load of clover seed from Krause & Apfelbaum. It is alleged that he locked himself in the elvtr. and later unlocked the doors and loaded up a wagon with the seed which he later sold to the Acme Grain Co. at North Manchester for \$433.23. Spilled seed from a bursted bag made a trail to North Manchester and aided in his detection. This is said to be the second theft of the kind he has performed.

Indianapolis, Ind.—Suit was filed in Superior Court Nov. 5 by the state of Indiana against the Bassett Grain Co., asking \$50 penalty each year for the years 1914 to 1919, inclusive, on allegations of violation of the act of April 10, 1907, which requires filing of information on capital stock and names and addresses of directors of a corporation with the secretary of state. It is alleged that the company failed to file its reports within 60 days after June 1 on each of the years mentioned. The act provides that for failure to file the specified information, which includes increase or reduction in capital stock, that a penalty of \$50 be exacted. The total penalties alleged to be due from the Bassett Grain Co. amount to \$300.

Clarkshill, Ind.—We sold our 2 elvtrs. to Doane & Hillis of Frankfort and we will give them possession as soon as possible. I have been operating these plants, but will now go to Michigantown to mgr. an elvtr. there. The other partners in the Davis Grain Co. will retire from the grain business for the present, but will still be partners with me.—Earl A. Davis, mgr. Davis Grain Co.

IOWA

Griswold, Ia.—A. Doolittle is building an elvtr. on his farm.

Slater, Ia.—John Carlson is now mgr. for the Central Iowa Grain Co.

Kingsley, Ia.—T. S. Cathcart & Sons will install a Trapp Auto Truck Dump.

Ontario, Ia.—The Farmers Grain Co. is out of business at this station.—P. M.

Des Moines, Ia.—A new 50 ft. conveyor has been installed by Sargent & Co.

Kellogg, Ia.—The Farmers Elvtr. Co. is installing a large sheller and cleaner.

Ogden, Ia.—I am now mgr. for the Farmers Co-operative Elvtr. Co.—E. B. Akers.

Odeboldt, Ia.—Tom Berryman, of Mason City, is now mgr. of the Farmers Elvtr. Co.

Jefferson, Ia.—The Western Terminal Elvtr. Co. will install a Trapp Truck Dump.

Jamaica, Ia.—The Garland & Towne Elvtr. Co. has succeeded the Farmers Elvtr. Co.

New Sharon, Ia.—The machinery has been installed in the new 35,000-bu. elvtr. of H. B. McVey.

Renwick, Ia.—W. L. Spray, formerly agt. for the Quaker Oats Co. here, is now living in Salem, Ia.

North Waterloo, Ia.—North Waterloo Elvtr. Co. R. F. D. 4, Waterloo incorporated; capital stock \$20,000.

Merrill, Ia.—Frank Veidt, local mgr. for the Atlas Elvtr. Co., has bot the elvtr. and will operate it himself.

Fontanelle, Ia.—I. R. Goff, mgr. of the Farmers Grain & L. S. Ass'n, was accidentally shot recently while hunting and being wounded in the rear can not expect a pension.

Sioux Rapids, Ia.—F. B. Mather has resigned as mgr. of the Quaker Oats Co. and will locate at Laurens in other business.

Ft. Dodge, Ia.—The Taylor & Bournique Co., of Milwaukee has opened an office in the Snell Bldg. with Edwin Dwyer in charge.

Lone Tree, Ia.—The Farmers Union Exchange has painted its elvtr., office and warehouse and will install a 10-ton auto truck scale.

Pocahontas, Ia.—E. J. Ruddy, formerly mgr. for the Farmers Elvtr. Co., at Mallard, is now mgr. of the Farmers Grain & Elvtr. Co. here.

Humboldt, Ia.—J. LeRoy Taylor, formerly salesman for the Century Milling Co. of Minneapolis, is now mgr. of the Co-operative Ass'n here.

Ames, Ia.—The fourth annual students' corn show will be held in the Agricultural Hall of the College, as soon as the Xmas holidays are over.

Atlantic, Ia.—We have contracted for the elvtrs. of J. A. Campbell & Son at Lorah and Gates and will take possession Dec. 1.—Gund & Sien.

Hospers, Ia.—D. Wunders succeeded me as mgr. for the Farmers Mutual Co-operative Co. and I am out of the grain business.—A. T. Montgomery.

Boone, Ia.—The new 20,000-bu. elvtr. of Chris. Williams has been completed and is now in operation. It is fireproof and is equipped with the latest machinery.

Muscatine, Ia.—McKee Bros. have decided not to build the big elvtr. as planned this summer, but to put up a small house this winter and erect the large one on a river site next summer.

Macedonia, Ia.—A farmers' co-operative company has been organized here. It will have a capital stock of \$32,000; the stockholders will purchase the building and business of the present company.

Glidden, Ia.—The Farmers Elvtr. Co. has bot a small portion of Nevada St. from the city for \$1,000. It is only a narrow passageway between its office and elvtr. but will be used with adjacent ground as a site for a new elvtr. of the most modern type.

Lake View, Ia.—The new popcorn elvtr. of the Simmons Popcorn Co. has been completed. It has a capacity of 2,000,000 lbs. of ear corn.—Lake View Grain Co.

Huntington, Ia.—My son, O. H. Hoff, is now mgr. of the elvtr. I recently bot from Greig & Stockdale at this point.—C. O. Hoff, mgr. Farmers Elvtr. Co., Livermore.

Washington, Ia.—The elvtr. recently sold to the Farmers Union, formerly belonged to D. A. Chalmers. Possession was taken Nov. 1. Wm. Todd will manage the elvtr.—H. A. Baxter.

Ruthven, Ia.—The office of the Farmers Elvtr. Co. was entered and an attempt made to open the safe. Failing in this the thieves pried open the cash drawer and found 15c. That was all the loot they secured.

Winterset, Ia.—Our new elvtr. which is in reality an addition to our other house, is of studded construction. We expect also to erect a modern coal handling plant.—M. Young, Jr., sec'y-treas., M. Young & Co.

Lakewood, Ia.—H. J. Kuhl was formerly mgr. for the Farmers Elvtr. Co. here, not for us. His brother W. A. Kuhl is now mgr. for the farmers company here. H. J. is at present our mgr. at Larchwood.—Davenport Elvtr. Co., Larchwood.

Spirit Lake, Ia.—The mill and elvtr. we recently bot will both be remodeled and repaired and will be run under separate management, J. Russel at the mill, and myself at the elvtr.—H. H. Andrews, elvtr. mgr., Spirit Lake Mill & Elvtr. Co.

Des Moines, Ia.—Planters Terminal Elevator Co. incorporated; capital stock 3,000,000; incorporators Ralph Bolton, of this city; A. M. Parmenter, Mr. Grimes and Geo. Close, Sheldahl. The new company will build a \$1,000,000 elvtr. at once.

Stanhope, Ia.—The elvtr. of the Farmers' Elvtr. & Live-Stock Co. was recently robbed of \$3,000. Entrance was forced thru a window and the unlocked safe was opened. In their haste, the robbers overlooked \$200 worth of Liberty bonds.

Ames, Ia.—The report that I would be mgr. of the Ontario Grain & Coal Co. is not true, as I am ass't mgr. of the Ames Grain & Coal Co., and intend to stay here. R. L. Geise is mgr. of the new company at Ontario. It will begin operations about Dec. 1.

Le Mars, Ia.—Thomas B. Gallagher, a pioneer grain buyer of this city, died after a lingering illness, Oct. 24, at the age of 66. For many years he was mgr. for the Le Mars Grain Co. and previous to that was grain buyer for the Gellen Milling Co., the Farmers Elvtr. Co., and the Plymouth Milling Co. He leaves a widow, two daughters, and a host of mourning friends.

Creston, Ia.—The elvtr. of the Farmers Elvtr. Co. containing a carload each of shelled corn and oats, half a car each of wheat and barley, with all the connecting warehouses, burned to the ground, about 11 p. m., Oct. 21. The loss has not yet been estimated as the safe containing the company's papers, is under the debris and cannot be reached. The insurance amounted to \$8,000. It is not definitely decided as yet but it is that that a new concrete elvtr. will be built at once.

SIoux CITY LETTER.

The Great Western Grain Co., St. Joseph Mo., will in the opinion of Pres. F. R. Windle, build an elvtr. in this city at an early date.

L. C. Button bot the last \$3,000 membership for sale in the Board of Trade. The directors have voted to raise the membership price to \$5,000.

It is possible that a Grain Door Reclamation & Coöperage Buro will be opened in this city. A. E. Schuyler, head of the Buro in Chicago, has been in the city for some time looking over the situation.

We announce to our friends that the business of The King Elvtr. Co. has been taken over by The Western Terminal Elvtr. Co. The personnel of the new company will remain the same as in the old company with M. King as pres. and gen. mgr.—Western Terminal Elvtr. Co.

The annual meeting and membership dinner of the Board of Trade will be held Dec. 2 in the Martin Hotel. Three directors to hold office for 3 years will be elected; on the entertainment com'te are L. C. Button, chairman, Geo. Evenson, Geo. Scram, F. H. Schroeder and C. J. Zeller.

The Terminal Grain Corporation has authorized the building of an extensive warehouse to cost about \$500,000. T. A. Black, pres. of the corporation, Geo. C. Call and C. Farley formed a com'tee and have inspected a number of warehouses in the larger cities. If possible construction work will be started next spring.

It is stated in the Journal Oct. 25 that "Victory in the race to be first of the 5 terminal elvtrs. to be completed in this city was won by the King Elvtr. Co., when as a matter of fact the walls of the King Elvtr. are not over one-half poured today, Nov. 6, and it is very doubtful if any of the others elvtrs. will be completed in time to take in this year's crop. We started pouring concrete on the elvtr. of the Martens & Keteis Milling Co. Aug. 20 and practically finished it Oct. 1. This building was started some three months after the other buildings were started here and with the wiring of the motor will take in grain this week or the first of next week.—Younglove Construction Co.

KANSAS

Dwight, Kan.—The Associated Mill & Elvtr. Co. will build a 10,000-bu. elvtr. here.

Welda, Kan.—The Associated Mill & Elvtr. Co. will build a 10,000-bu. elvtr. here.

Whitewater, Kan.—The Whitewater Flour Mills Co. will build additional storage room.

Newton, Kan.—The Goerz Flour Mills Co. will build a new office.

Danville, Kan.—The elvtr. of the Farmers Elvtr. Co. is almost completed.

Vesper, Kan.—The elvtr. of the Farmers Elvtr. Co. is now in operation.

Meridan, Kan.—The Farmers Union is making an effort to organize an elvtr. company here.

Concordia, Kan.—The Farmers Mill & Elvtr. Co. is now operating by electricity, instead of by steam.

Atchison, Kan.—The Blair Elvtr. Co. will install a Trapp Combination Truck and Wagon Dump in its elvtr.

Jewell City, Kan.—The elvtr. of the Jewel Co-operative Ass'n has been repaired and a new shingle roof put on.

Ruleton, Kan.—The new elvtr. of the Goodland Equity Exchange has been completed and is now in operation.

Mt. Hope, Kan.—We have succeeded the Farmers Elvtr. Co.—Cloyd Black, mgr., Farmers Co-operative Elvtr. Co.

Home City, Kan.—I have succeeded J. M. Hart as mgr.—I. T. Gebhart, mgr. The Farmers Co-operative Exchange.

Moscow, Kan.—C. A. Shute, mgr. of the elvtr. of the Security Elvtr. Co. was recently married to Miss Minnie Rose of Turon.

Mankato, Kan.—The Farmers Co-operative Union will have its new 20,000-bu. elvtr. and warehouse completed in a few days.

Powhattan, Kan.—We have sold our elvtr. here to the Powhattan Grain Co.—G. E. Baker, sec'y-treas., Derby Grain Co., Topeka.

Erie, Kan.—The Erie Lumber & Grain Co. and Johnson & Son are one and the same firm, we being owners & mgrs.—Johnson & Son.

Norton, Kan.—I am still a solicitor with the Shannon Grain Co., of Kansas City, but my headquarters will be here.—G. W. Roller.

Salina, Kan.—L. O. Barber, who recently sold his elvtr. at Mentor, will build a \$10,000 elvtr. and an \$8,000 seed warehouse here.

Wetmore, Kan.—Our officers are Roy Schumakers, pres.; W. N. Rolfe, sec'y, and Geo. W. Robinson, mgr.—Farmers Union Elvtr. Co.

Alma, Kan.—The Farmer Union Co-operative Ass'n has bot our elvtr. at this station.—G. E. Baker, sec'y-treas., Derby Grain Co., Topeka.

Palmer, Kan.—The Baker-Crowell Grain Co. has bot the elvtr. of H. B. Nye, owner of the North Elvtr., to replace its elvtr. which burned recently. Mr. Baynard is mgr.

Abilene, Kan.—The Farmers Co-operative Elvtr. Co. has made many improvements in its elvtr., among them the installation of motor power and a 10-ton Fairbanks Scale.

Esbon, Kan.—The Farmers Grain & Supply Co. has built a concrete approach to its elvtr. and has put a concrete foundation under the house. They have also built additional coal storage.

Hutchinson, Kan.—A. Leonard Ayers, associated with Chas. E. Gano, has formed the Ayres Grain Co. and will open offices in the Hoke Bldg. Mr. Ayres will be mgr.

Larned, Kan.—The Associated Mill & Elvtr. Co. of Kansas City, Mo., has started the erection of a 2,000-bbl. mill at this point and will build a 720,000-bu. elvtr. in the spring.

Lenexa, Kan.—I am now working on the new 10,000 elvtr. for the Farmers Elvtr. Co. now under construction by Van Ness Construction Co.—John McClure, formerly at Garnet.

Hutchinson, Kan.—Walter Hastings, who until recently has been in Y. M. C. A. service overseas, has succeeded A. Leonard Ayres as mgr. of the local office of the John Hayes Grain Co.

Wichita, Kan.—C. E. Lindberg, has severed his connections with the Wichita Grain Co., and is now in business for himself in Oklahoma City, Okla., operating as the Lindberg Grain & Feed Co.

Protection, Kan.—The Arkansas City Milling Co. has bot a Trapp Combination Truck and Wagon Dump to be installed in its new elvtr. which is being built by the Burrell Engineering & Construction Co.

Clifton, Kan.—The Associated Mill & Elvtr. Co. of Kansas City, Mo., is now operating the three elvtrs. here, formerly owned and operated by the Caywood Grain Co., The Murdock Grain Co. and the Clay County Farmers Elvtr. Co.

Wichita, Kan.—Dilts & Morgan have recently opened a new office here with Paul J. Matthews as mgr. The company has also taken over the Orthwein-Matchette wire service on the Board of Trade floor and installed Thompson & McKinnon wires.

Plainville, Kan.—J. V. C. N. and H. B. Burroughs of the Plainville Mill & Elvtr. Co., while riding in an automobile were struck by another machine. J. V. and H. B. suffered broken arms but C. N. Burroughs was thrown clear of the wreckage and only bruised.

Hutchinson, Kan.—On the evening of Oct. 31 the scale house at the elvtr. of the Kansas Grain Co. was damaged by fire thought to have been started by a carelessly thrown cigar. The blaze was extinguished before it had reached the elvtr. building itself, and the loss was slight.—Cal.

Ottawa, Kan.—The Ross Milling Co. is operating the plant of the Ottawa Milling Co., which it is understood was owned by the stockholders of the Midland Mig. Co., Kansas City. This plant has been entirely rebuilt the last year. At present its capacity is 550 barrels per day. The New Process Milling Co. is not in operation.

Mound Ridge, Kan.—The Farmers Elvtr. Ass'n has had its elvtr. and warehouse license revoked on complaints that it was not paying a fair reflection of the guaranteed price of wheat to producers. The company also failed to answer communications from the government. Grain Corporation, and failed to appear before an official of the latter when summoned to hearing.

Hutchinson, Kan.—The Hutchinson Grain Men's Club, which was recently organized, met for the second time the evening of Oct. 31. A banquet was given, and the Club was addressed by F. C. Hoose, pres. of the Kansas City Grain Club. The Hutchinson club has been organized along the lines adopted by similar organizations in other markets, and will devote its activities to furthering good fellowship among its members and toward bringing about a greater recognition of the value of the local grain market.—Cal.

KENTUCKY

Louisville, Ky.—The Ballard & Ballard Co. has increased its debt limit to \$6,000,000.

Paris, Ky.—Lawrence Mitchell, of North Middletown and Perry & McCann of Shelby county, have bot the elvtr. of R. B. Hutchcraft and will take possession as soon as the wheat stored in the elvtr. is moved. The elvtr. was built by Mr. Hutchcraft about 18 years ago at a cost of \$20,000. Mr. Mitchell served as food administrator for Bourbon county during the war, and his partners have long been in the grain business in Shelby county. Messrs. Mitchell and Perry will take care of the business here. Mr. Hutchcraft will retire to a farm and will specialize in the raising of blue grass seed.

Louisville, Ky.—S. Thruston Ballard, pres. of the Ballard & Ballard Co., has been elected lieutenant-Governor of Kentucky on the Republican ticket.

Louisville, Ky.—When our elvtr. burned last January, we immediately made arrangements with the Kentucky Public Elvtr. Co. to conduct our business in its recently completed concreted elvtr. and we are still using the elvtr. We will now build an elvtr. but will continue doing business as usual thru this new and very convenient plant.—Jos. S. Green, mgr. H. Verhoeff & Co.

MARYLAND

BALTIMORE LETTER.

Application for membership in the Chamber of Commerce has been made by Geo. T. Snyder. New members of the Chamber of Commerce are: James W. Barker, Harrisburg, Pa.; Pedar C. Clausen, New York City; Henry W. Blinn and H. C. Brown of Baltimore. The memberships of Horace W. White, Alexander L. Cummings and R. J. Taylor have been transferred.

The recent suit of the minority stockholders in the Pearl Hominy Co. for an accounting from the majority stockholders was settled after the 9th day of the proceedings, Judge Rose of the U. S. Court suggesting that the two factions get together and compromise. An agreement was reached when the majority stockholders agreed to buy the stock of the minority stockholders.

MICHIGAN

Pinconning, Mich.—I am branch mgr. for the Kimball-Martindale Co., of Bay City.—Walter Hess.

Caledonia, Mich.—E. P. Hutchinson is now mgr. for the Co-operative Elvtr. Co. at this station.

Reed City, Mich.—Edwin Hammer is now mgr. of the elvtr. of the Gleaners Clearing House Ass'n.

Carland, Mich.—The Carland Farm Co-operative Elvtr. Ass'n is alleged to be in the hands of a receiver.

Harrisville, Mich.—The elvtr. of C. B. Pyle is being overhauled and repaired and is in first class condition.

Gladwin, Mich.—We have succeeded E. A. McGeorge & Son.—E. A. Coan, sec'y Gladwin County Co-operative Ass'n.

Port Huron, Mich.—The Farmers Elvtr. & Produce Co. has bot the plant of the Huron Valley Mills from W. F. Engel and is in possession.

Watrousville, Mich.—The Farmers Elvtr. Co., of Vassar, has bot an elvtr. here and is installing new machinery. A new warehouse addition is also being added.

Scottsville, Mich.—Members of Carr Settlement were reported to have reorganized to run an elvtr. here. J. H. Loomis, sec'y-treas., Scottsville Produce Co. says, "The deal did not go thru."

Marion, Mich.—The Farmers Elvtr. Assn. has been formed and has bot the elvtr. of the Marion Grain Co. R. H. Kent, who owned the elvtr. will be mgr. F. M. White is pres. of the new company.

Grand Rapids, Mich.—The Valley City Milling Co. is reported to be about to increase its capital stock to finance building plans for a new plant to replace the Model Mill plant which burned recently.

Akron, Mich.—The Farmers Co-operative Elvtr. Co. seems to be an assured success, as almost all of the stock has been sold. Oscar Wallin, Akron, is pres.; Benj. R. Reavy, Almer, is sec'y-treas., and Chas. Ziegler, Akron, vice-pres. The company plans to buy the plant of the Saginaw Milling Co. and the elvtr. of the Hess Elvtr. Co.

Plainwell, Mich.—Oscar Hansen and J. H. Wheeler have purchased a heavy interest here and have arranged to give it their personal attention. The officers are J. H. Wheeler, pres. and gen. mgr., F. J. Scott, v. pres. and mgr. of plant, Oscar Hansen, secy. and treas., Chas. Scott, mgr. of Martin, Mich., plant. The firm name will remain the same and there will be no change in the policies of the company at present. Mr. Eesley, who has been responsible for the success of this company, retired from the active management and will give his attention to his Light & Power Co. We make "Sunshine" for the home.—J. F. Eesley Milling Co.

MINNESOTA

Triumph, Minn.—We have completed our tile warehouse.—Farmers Elvtr. Co.

Madelia, Minn.—The Equity Co-operative Exchange will build an elvtr. this winter.

Rowena (Wabasso p. o.), Minn.—The elvtr. of the Farmers Elvtr. Co. has been closed for the season.

Freeborn, Minn.—We have no intentions of installing a motor as has been reported.—Hunting Elvtr. Co.

Gordonville, Minn.—W. Plowman has succeeded L. Bolton as mgr. for the Thompto & Helny Elvtr. Co.

Alpha, Minn.—The Farmers Co-operative Society will probably erect a reinforced concrete elvtr. in the spring.

Fergus Falls, Minn.—The elvtr. of the Ulland Land Co. situated on the Downing Farm, recently burned to the ground.

Wells, Minn.—The elvtr. of the Farmers Elvtr. Co. has been overhauled and is now in splendid condition. C. F. Langworthy is mgr.

Dundas, Minn.—We have bot the elvtr. of Campbell & O'Brien and will operate as the Dundas Elvtr. & Grain Co.—Norgard & Scott.

Fertile, Minn.—The Great Western Grain Co. will add a coal plant to its grain business, having bot the coal business of the H. & K. Co.

Altura, Minn.—We expect to build an ice house equipped with the latest machinery, as an addition to our plant.—Henry Speltz, mgr. Altura Elvtr. Co.

Guckeen, Minn.—The Farmers Elvtr. Co. will not build an elvtr. here, as reported, as it has bot the elvtr. of the Independent Grain & Lumbar Co.—L. A. Weber.

Hastings, Minn.—We have built an addition, 14x32 ft. for feed grinding and have installed a Robinson Twin Motor, a cob crusher and a corn sheller.—Farmers Elvtr. Co.

Glenville, Minn.—We intend to install a motor when we can get the electricity to operate it but can not tell how soon that will be.—Jos. P. Olsen, mgr. Farmers Elvtr. Co.

Dover, Minn.—The elvtr. of the G. C. Stevenson Co. has been closed. The Cargill Grain Co. has installed a gas engine. I have installed a motor in my house.—F. Landon.

Pipestone, Minn.—I. L. Tobias, mgr. of the Farmers Elvtr. Co. at Glenwood, and his brother, C. S. Tobias, of this city, have bot the elvtr. of the I. L. Demaray Co. and will take possession Mar. 1.

Gaylord, Minn.—The Equity Elvtr. Co. of St. Paul has bot the elvtr. of the Pacific Elvtr. Co. and is now in possession of the house. I am mgr., having formerly been with the Security Elvtr. Co. E. R. Gladitch, has followed me as mgr. for that firm.—Chas H. Geib.

Glenwood, Minn.—We have built a fine new coal shed and installed a 10-ton type registering beam Howe Scale. We have also made extensive improvements in our elvtr. Our mgr., I. L. Tobias, who has been with us for 7 years, has resigned and with his brother, C. S. Tobias, Pipestone, Minn., has bot out the I. L. Demaray Co. Possession will be given Mar. 1. Mr. Tobias will stay with us till Feb. 1.—Farmers Elvtr. Co.

Winona, Minn.—We have recently acquired a terminal elvtr. here having a capacity of about 250,000 bus. and we expect to buy grain in the country for shipment to that point, where we can give Minnesota State weights and grades or the same as are obtainable at Minneapolis. In view of the poor quality of the wheat, oats and barley crops, we expect to do very little in these grains, but are hoping to do a large business in corn, as we understand the corn tributary to Winona is of excellent quality and large volume. We hope to make Winona a feeder for some of our eastern elvtrs. as well as a distributing point and anticipate doing a large volume of business.—Rosenbaum Bros., by J. M. Adam.

DULUTH LETTER.

B. E. Baker, who has been in the southwest for the last year, has returned to the city and will resume his activities in the grain trade. He formerly operated here as B. E. Baker & Co.

The special grain dust explosion lecture and motion picture display which has been prepared for exhibition by the U. S. Buro of Chemistry under the direction of the Grain Corporation, will be given in this city Friday evening, Nov. 14.

A vote on the scale of penalties for failure to make deliveries of grain under contracts, will be taken in a few days by members of the Board of Trade. The proposed penalties in all unsettled trades are as follows: The payment of not less than 3%, nor more than 10% in the case of wheat, rye, barley and oats, and not less than 1%, nor more than 10%, in the case of flaxseed, as the com'ite may deem just and equitable, above the true commercial or market value of the commodity as so determined by the com'ite. The only change proposed from the rule regarding penalties now in force is in the lowering in the minimum penalty in the case of flaxseed from 3 to 1%.

MINNEAPOLIS LETTER.

The Sheffield Elvtr. Co. will overhaul Elvtr. "K." spending about \$15,000 on the repair work.

The Froedtert Malting Co. has been granted corporate privileges in the Chamber of Commerce.

The special grain dust explosion lecture and motion picture display which has been prepared for exhibition by the U. S. Buro of Chemistry under the direction of the Grain Corporation, will be given in this city, Thursday, Nov. 13.

The 600,000-bu. elvtr., of the Gould Grain Co., containing 5,000 bus. of wheat, was threatened with destruction by fire Nov. 2, when the Cremo Cereal Mills, controlled by the company and adjoining it burned to the ground. Loss \$200,000, fully covered by insurance.

The state supreme court recently affirmed a decision in favor of Wm. Dalrymple against Randall, Gee & Mitchell Co. giving judgment to Dalrymple for the value of a car of grain sold to R. J. Johnstone, delivered but not paid for, and resold by him. The court upheld the vendor's right to reclaim the goods if not paid for.

The following memberships in the Chamber of Commerce have been transferred: from E. F. Krumdick to Kurtis R. Froedtert, W. S. McLaughlin to Wesley A. Griffin, J. M. Jenks to David A. Deline, and W. B. Parsons to W. J. Hopwood. A traveling representative's license has been issued to C. F. Clark to represent the Columbia Elevator Co.

The grain companies of this city are complying with the revised state law, requiring the publishing of the schedule of rules for handling and storage on grain received for "regular" storage. The Osborne-McMillan Elvtr. Co. publishes the following: Handling charges, receiving and loading and first 15 days or part thereof, 1½¢ per bu.; storage charge, storage thereafter, 1/30 of 1¢ per bu. for each day or part thereof, excepting that continuous storage from Nov. 15th, 1919, to May 15th, 1920, inclusive, shall not exceed 4¢ per bu. Cleaning, clipping or running over in store, ½¢ per bu. and actual shrinkage. The above rates will govern until new rates are promulgated, and will apply only to grain in "regular" storage.

MISSOURI

Center, Mo.—H. J. Smith is now mgr. of the elvtr. here.

Glensted, Mo.—Joe Milburn has just completed an elvtr.

Sikeston, Mo.—I am now located here—S. J. Toler, formerly elvtr. supt. for the Sutherland Flour Mills, Cairo, Ill.

Braymer, Mo.—The Farmers Co-operative Ass'n has completed its new 10,000-bu. elvtr. It has a tile headhouse and two 14x40 ft. storage tanks.

Liberal, Mo.—The report that a new elvtr. is to be built here must be wrong. We do not know of anything of the kind.—Lipscomb Grain & Seed Co.

Kirksville, Mo.—Farmers Co-operative Elvtr. & Shipping Co. incorporated; capital stock, \$10,000; incorporators G. A. Leavitt; D. V. McClelland and E. A. Coghill.

Lexington, Mo.—We built our present elvtr. during Aug. and Sept. of last year after tearing down the old elvtr. belonging to W. F. Aull.—W. D. Bastian, Farmers Co-operative Ass'n.

Palmyra, Mo.—The new warehouse and office building of the Farmers Elvtr. Co. has been completed. The warehouse and office building is 48x96 ft. with a 24x30 ft. basement under the office. A 10 ton truck scale will be installed.

Seymour, Mo.—The Ozark Milling Co. has completed its new 9,000-bu. elvtr.

ST. JOSEPH LETTER.

The Schreiber Milling & Grain Co. is building an addition to its headhouse.

Frank Danaher has been added to the traveling force of the McKee-Lindley-Dunn Grain Co.

Weighing supervision was withdrawn from the Schreiber Milling & Grain Co., by the Grain Exchange, Oct. 22.

KANSAS CITY LETTER.

Mrs. J. G. McDonald, mother of E. R. McDonald, vice-pres. of the Associated Mill & Elvtr. Co., died Oct. 24 at Waco, Tex.

A son of J. J. Shelly, statistician in the sec'y's office of the Board of Trade, was severely wounded when he was accidentally shot during a premature Hallowe'en celebration Oct. 27.

Officers of the recently formed Midland Flour Milling Co. are, C. B. Warkentine, pres.; J. H. McNair, vice-pres.; James A. Innes, vice-pres.; Harry G. Randall, vice-pres. and gen. mgr.; John W. Cain, sales mgr.; M. L. Alden, sec'y-treas. and Chas. H. Kenser, ass't treas.

The F. E. Ranson Coal & Grain Co. sustained a loss of \$65,000 on buildings and \$35,000 on stock, Oct. 22, when fire, due to a defective wire, destroyed a car of oats, a number of warehouses and damaged grain stored in an adjacent elvtr. A car of coal and a coal elvtr. were also burned.

The Associated Mill & Elvtr. Co. has bot the 3 elvtrs. at Clifton, Kan., and is now operating one mill and 6 elvtrs. in Kansas. It has under construction a 2,000-bbl. mill in this city and a 50,000-bu. elvtr. to be known as the Liberty Mill and Elvtr. and a 10,000-bu. elvtr. at Mound City, Kan. Plans have been made for a 750,000-bu. elvtr. at Larned, Kan., and three 10,000-bu. elvtrs. at Centerville, Dwight and Welda, Kan.

Work of rebuilding and repairing the Murray Elvtr. practically shattered by a dust explosion, Sept. 13, will be started about Nov. 5, by the Burrell Engineering & Construction Co. who have the contract for the reconstruction work. The headhouse will have to be completely rebuilt and the foundations are in bad shape and need a great amount of repair work to make them safe. A great deal of new machinery will have to be installed to replace that ruined at the time of the explosion. More than half of the 1,000,000 bus. of grain in the elvtr. at the time, has been removed and the loss on it is much less than expected. The reconstruction work is to be completed about Apr. 7, 1920.

ST. LOUIS LETTER.

The Kehlor Mills are adding 6 new tanks to the elvtr.—L.

Mrs. Josephine Greve, wife of Henry Greve, pres. of the John Wahl Commission Co., died recently.

John Ballard, former pres. of the Merchants Exchange, has been laid up for some time with a bad leg, but is again able to be on the "floor."

Logan Baxter, representative for Lowell Holt & Co., is being congratulated on the arrival of a baby son, Oct. 20. Logan Jr. is doing well.

Mrs. Anna M. Samuel, widow of Web. M. Samuel, pres. of the Merchants Exchange in 1874 and pres. of the United Elvtr. Co., died Oct. 19.

Gilbert Sears, vice-pres. of the C. H. Albers Commission Co., and general mgr. of the elvtrs. of the company, died Nov. 3, after a lingering illness due to cancer.—L.

Anthony H. Norris has applied for membership in the Merchants Exchange; J. A. Bushfield has been elected to membership and Henry Harsh has sold his membership.

A special com'ite of the Merchants Exchange, composed of F. B. Chamberlain, N. L. Moffit and W. C. Seele, after a thoro investigation, settled a dispute between the Ballard-Messmore Grain Co. and the Mason Hawpe Grain Co. as to the price at which September corn contracts should be settled between the two firms, in favor of the first named company. They found that the true value of corn on the day in question was \$1.49, and that the Mason Hawpe Grain Co. should settle on that basis and pay a 5% penalty as provided for under the rules of the exchange. Cost of the investigation, amounting to \$13 also was charged against the firm.

We are doing a general commission business here in grain, hay and field seeds under the name, Newman & Malkemus. Our field seed department is under the management of C. H. Appel who was previously connected with the Albert Dickinson Co. Edward Lorch is our advertising manager and C. J. Gundelfinger is in charge of our mill feed department.—Newman & Malkemus.

The directors of the Merchants Exchange have posted the following regulation to facilitate business and keep buyers and sellers of grain posted on prices: that the seller of every car of grain, within 10 min. after sale is effected, shall furnish a memorandum of the sale to the official recorder, showing the grade and price at which the grain has been sold. The official recorder shall then post the transaction immediately upon the blackboard provided by the Exchange for the purpose.

Effective Nov. 1, 1919, the business activities of the Mason Hawpe Grain Co., G. A. Veninga & Co. and the Veninga-Smith Grain Co. were consolidated and operated as the Veninga-Smith Grain Co., with the same personnel as in the past with the exception of Mr. Mason H. Hawpe who retires. The new organization will handle all branches of the grain business and will endeavor thru service to show appreciation of all business entrusted to it.—Mason Hawpe Grain Co.—The new company will operate the Belt Elvtr. and the Security Elvtr. at East St. Louis, Ill.—L.

MONTANA

Winifred, Mont.—The recently incorporated Winifred Mill & Elvtr. Co. has succeeded the Farmers Elvtr. Co. and is operating the elvtr. but not the mill, which has not as yet been completed.—W. G. Bergstreser, agt. Montana Elvtr. Co.

NEBRASKA

Leigh, Neb.—Kumpf Bros. have bot the elvtr. here.

Osmond, Neb.—I have succeeded the Atlas Elvtr. Co.—W. O. Trotter.

Osmond, Neb.—L. C. Husby is mgr. for us.—Farmers Grain & L. S. Ass'n.

O'Neill, Neb.—I am mgr. for the Farmers Union Elvtr. Co.—J. M. Hunter.

Tecumseh, Neb.—The Farmers Elvtr. Co. is building a 20x30 ft. addition to its elvtr.

Meadow Grove, Neb.—J. W. Warrick will install a Trapp Auto Truck Dump in his elvtr.

Ulysses, Neb.—R. J. Jelinek, mgr. of the Ulysses Grain Co. is among the newlyweds.

Mitchell, Neb.—J. A. Finnerty has returned and is again mgr. for the Ferguson Elvtr. Co.

Hordville, Neb.—M. Sheppard, formerly mgr. for the Farmers Elvtr. Co., has left the city.—B

Hastings, Neb.—We have been admitted to membership in the Denver Grain Exchange.—Fred W. Elder.

Bostwick, Neb.—Fred Fish is now mgr. for the Farmers Union Elvtr. Co. which has completed its elvtr.

Gresham, Neb.—R. L. Thompson is now in possession of the elvtr. he recently bot of the Upike Elvtr. Co.

Schuyler, Neb.—The Wells-Abbot-Nieman Co. has completed the \$110,000 worth of improvements on its plant.

Randolph, Neb.—L. E. Taylor, mgr. of the McCaull, Webster Elvtr. Co., has resigned. A new mgr. has been appointed.

North Platte, Neb.—We still own our elvtr. at this station but are not operating it this year.—Coates Lbr. & Grain Co.

Nehawka, Neb.—Nehawka Farmers' Grain Co. has bot a Trapp Combination Truck and Wagon Dump to be installed in its elvtr.

Edgar, Neb.—The Farmers Co-operative Ass'n has recently improved its elvtr. and in the spring will do still more repairing.

Taugemann (Talmage p. o.), Neb.—We will rebuild our elvtr., erecting a 25,000-bu. tile house.—Farmers Union Co-operative Ass'n.

Dunbar, Neb.—I succeeded Jas. Murray as mgr. of the Dunbar Grain Co., Oct. 1, Mr. Murray resigning to go into other business.—Burton Gorton.

Motala (Minden p. o.), Neb.—All the building we will do this year is to put up a small store building.—F. M. Saum, mgr. Motala Farmers Grain & Supply Co.

Royal, Neb.—Farmers, who are organizing a company in this vicinity, have bot the elvtr. of Staat & McGubb and will take possession and operate it at an early date.

Kearney, Neb.—We will build a mill here but not until spring. We are not in any way connected with the Gibbon Roller Mills, Gibbon, Neb.—J. P. Gibbons Grain Co.

York, Neb.—The York Milling & Grain Co. has been organized with W. V. McCartney as pres. and will soon be incorporated after which it will take over the plant of the York Flour Mill Co.

Ragan, Neb.—Carl Peterson, formerly mgr. for the Farmers Grain & Gen. Shipping Ass'n. has returned to the same position, after having been mgr. for the Farmers Elvtr. Co. at Otis, Colo., for some time.

Bushnell, Neb.—The Lexington Mills & Elvtr. Co. has just completed a new elvtr. We have installed a new combination truck and wagon dump and a 10-ton Fairbanks wagon scale.—J. G. Nygren, mgr. Farmers Union Co-operative Ass'n.

Maskell, Neb.—The report that we sold our elvtr. last spring, to the Farmers Elvtr. Co., was untrue. There was some talk last spring of organizing a farmers company but it was only talk. We have the only elvtr. here.—McCaull-Webster Elvtr. Co.

Ashland, Neb.—The Farmers Union Co-operative Ass'n has bot the plant of the Ashland Mill & Grain Co. of which Alvin Adam was owner and mgr. The company paid \$17,000 and will take possession Dec. 1.—V. E. Sowards is pres. and R. H. Hays, secy-treas. of the new company.

Brainard, Neb.—The repair work on the elvtr. will be completed before Thanksgiving. We have put in a new boot, Hall Distributor and concrete dumps and have torn out all the wooden floors in our bins and made them concrete. The Van Ness Construction Co. has had charge of the work.—Sam Allen, mgr., Dawson Grain Co.

Friend, Neb.—About a third of our gravel roof was blown off in the recent storm we had out here. Pieces of the roof struck the office windows and broke them. Considerable flour and feed was damaged by the heavy rain following the wind storm, making a total loss of about \$500, which was partly covered by insurance.—G. E. Stepanek, mgr. Acme Mill & Elvtr.

Hastings, Neb.—Plans are being made for the formation of an elvtr. company to take over the site and foundation of an elvtr., which was abandoned during the war period. The foundation alone is worth \$40,000.

Palmer, Neb.—We have installed a new 1-ton Fairbanks Type Registering Beam Scale and both our firm and that of the Farmers Grain & Coal Co. have installed electric motors.—T. G. Dinsdale, mgr. Dinsdale Bros.

OMAHA LETTER.

Memberships in the Grain Exchange transferred are: Casco Milling Co. to A. W. Falt and Omaha Natl. Bank to Elsworth Moser, now connected with the Merriam Commission Co.

Carroll S. Rainbolt, 55 years old, has been elected one of the members of the Grain Exchange of which he is a director as a candidate delegate to the State Constitutional Convention Nov. 4. He has been engaged in the grain business here for the last 12 years.

The Adams-Whyte Grain Co. has announced its withdrawal from business, Jos. Whyte retiring. It will be succeeded by the Adams-Reed Grain Co., Inc. Officers of the new company are J. M. Adams, pres.-treas.; A. E. Fried, vice-pres.; G. R. Reitz, sec'y and mgr., and D. C. Reitz, terminal elvtr. supt.

At a caucus of the members of the Grain Exchange Nov. 5 five were nominated for directors: H. K. Schafer, S. P. Mason, E. Huntley, S. S. Carlisle and W. T. Burns. The election of directors will be held Nov. 12. The new board of directors will choose a successor to J. T. Buchanan, pres. of the exchange.

The special grain dust explosion lecture and motion picture display which has been prepared for exhibition by the U. S. Bureau of Chemistry under the direction of the Grain Corporation will be given in this city, Tuesday evening Nov. 18, and will also be given Wednesday Nov. 19, at a special morning meeting of the Nebraska Farmers Grain & Live Stock Association which will then be in convention here.

NEW ENGLAND

Worcester, Mass.—Charles Watson Bowker, 76 years old, pres. of the C. W. Bowker Co., the largest grain dealers in central Mass., died Oct. 28. He had been in business in Worcester 37 years.—S.

Hartford, Conn.—The C. H. Northam Co. and Garber Bros. have been consolidated and will open offices on Windsor Ave. The new company will, as soon as possible, enlarge its grain storage facilities.

Providence, R. I.—Damage of between \$50,000 and \$60,000 was caused by water at the plant of the Narragansett Milling Co. in East Providence yesterday morning, when more than 40,000 bus. of corn and oats were soaked by the sprinkler system, which was opened by a threatening blaze. The water helped to extinguish the blaze, and the damage by fire will not be more than \$2,000. The blaze when discovered by the crew of a passing train, was shooting through the ventilator on the roof. In the meantime the sprinkler system had opened and torrents of water flooded the heavily loaded bins. The blaze was confined entirely to the space just beneath the ventilator. There were 20 motors in the plant and about half of them will have to be replaced. The blaze bit into a nest of machinery and belts which were badly damaged. All of the damage was confined to the main building at the plant, which was entirely out of commission. Revere

TEXAS

Produced Nearly Three-fourths of the 1919 Crop of
Milo Maize

Kafir Corn—Feterita—Sorghum Grains

We are Headquarters for these Crops and for

Texas Red Rust Proof Oats

Wire or write your Season's Needs

The Fort Worth Elevators Company Fort Worth Texas

W. Kent, head of the company, said that conditions at the elvtr. would be normal within two or three days. He was unable to give exactly the amount of the damage, as it was difficult to estimate the salvage on the two big bins of grain. The loss is fully covered by insurance. The cause of the fire could not be determined, but it appeared to have started on the outside of the building and worked up under the roof.

NEW YORK

Chili Station, N. Y.—F. P. Higbie has installed a large grain cleaner, and grader in his new storage house.

Buffalo, N. Y.—M. A. Donner, for many years in the wholesale feed trade in this city, is now with the Taylor & Bournique Co.

Albany, N. Y.—We are not building an addition to our plant and will not build one this winter, as has been reported.—Barber-Bennett, Inc.

Buffalo, N. Y.—Oatman & Monfort are building large corn cribs at Green Springs, O., to take care of the corn they buy there until cars are received to ship it out.

Skaneateles, N. Y.—I am mgr. for the Merchants Grain Co. at Auburn and I will have general charge of the Elbridge Grain & Produce Corporation, which belongs to the company at Auburn. I shall however make my headquarters at Auburn.—E. P. Cady.

Buffalo, N. Y.—John D. Shanahan has resigned his position as member of the headquarters staff, United States Grain Corporation, at New York, to accept a position with the Niagara Falls Milling Co. at Buffalo. For more than two years Mr. Shanahan has been general field representative of Julius H. Barnes, pres. of the Food Administration Grain Corporation and United States Wheat Director, and had charge of a party sent by the Wheat Director to Europe last May to make a field survey of the growing food grain crops in that part of the world. The countries surveyed included France, Italy, Jugo-Slavia, Old Hungary, Roumania, Bukowina, Poland (including Galicia), Czechoslovakia, Austria, Germany, Holland and Belgium.

NORTH DAKOTA

Omeme, N. D.—T. Thronson has succeeded A. E. Odegaard as mgr. for the Farmers Elvtr. Co.

Hoving (Gwinner p. o.), N. D.—Joe Manning is now mgr. for The Farmers Equity Elvtr. Co. here.

Osnabrock, N. D.—A. P. Kezma is now operating the elvtr. known as the Independent Elvtr. owned by Robert Love.

Blanchard, N. D.—Am not at present in the grain trade. Mr. Hoffland succeeded me as mgr. for the Blanchard Co-operative Exchange.—W. E. Zimmerman, Oakes.

Rottineau, N. D.—J. H. Schreiner, formerly agt. for the Imperial Elvtr. Co. and J. C. Schreiner of Spaulding, Neb., have bot the elvtr. of the Imperial Elvtr. Co. here.

Fargo, N. D.—The special grain dust explosion lecture and motion picture display which has been prepared for exhibition by the U. S. Bureau of Chemistry under the direction of the Grain Corporation, will be given in this city Friday afternoon, Nov. 21, at Agricultural College.

Drake, N. D.—The State Industrial Commission on Oct. 24, authorized the erection of a 250,000-bu. terminal elvtr. at this point to supplement the small mill it is operating here at present. J. A. McGovern, mgr. of the State Mill & Elvtr. Ass'n, has been instructed to get plans and estimates at once. A large mill will be built later.

Oriska, N. D.—The report that we had a bad fire is untrue. A hot box was discovered under the work floor in the elvtr. and the blaze was put out at once. It was necessary to take out one whole 2x6 which was totally destroyed. The cost of replacement was 23c. This was paid out of the earnings of the company. The 2x6 in question was fully insured but owing to poor mail service from the elvtr. to the Post Office no application was made for money from any of the insurance companies. The elvtr. has survived in good shape and is still doing business at the old stand loading cars at the rate of one each day, providing cars can be secured.—Farmers Elvtr. Co.

Des Lacs, N. D.—We are planning on installing a flour mill.—A. C. Christenson, mgr. Farmers Co-operative Elvtr. Co.

OHIO

Lilly Chapel, O.—We have succeeded Farrar & Wood.—H. W. Sark, Sark & Plum.

Montpelier, O.—I have let contract for my new elvtr. to O. J. Slusser.—W. E. Riley.

Piqua, O.—The Piqua Milling Co. will dismantle its plant and discontinue business here.

Morrill, O.—We are planning to build a new elvtr. next year.—Morrill Lumber & Coal Co.

Foresman, O.—A farmers company has been organized at this station and will build an elvtr.

Defiance, O.—The new tanks will be built this fall but our mill will not be erected till spring.—Farmers Co-operative Co.

Toledo, O.—Frank I. King of C. A. King & Co. who has been ill for some time is convalescing and is again in charge.

Haskins, O.—Lon Fetterman has resigned as mgr. for the Farmers Elvtr. Co. and is now mgr. for the Farmers Elvtr. Co. at Avery.

Anna, O.—Officers of our company are Geo. Becker, pres.; G. W. Brackney, sec'y, and Asa H. Fogt, mgr.—Anna Farmers Exchange Co.

Covington, O.—An effort is being made to organize an elvtr. company at this point. A site for the house has been offered to the organizers.

Bluffton, O.—We have bot an attrition mill and will install same at once. We have also bot the hay business of O. B. Thrapp.—Farmers Grain Co.

Wauseon, O.—E. F. Hanson, mgr. of E. F. Hanson & Co. died Oct. 20, at a hospital in Grand Rapids, Mich., where he had undergone a slight operation.

McConnellsville, O.—Morgan County Farmers Elvtr. Co., incorporated; capital stock \$10,000; incorporators, A. H. Humphreys, C. R. Massey, P. G. Lawrence, J. A. Hambleton and Chester A. Strong.

Avery, O.—Lon Fetterman, formerly mgr. of the Farmers Elvtr. Co. at Haskins, is now mgr. for the Farmers Elvtr. Co. of this city. The company operates elvtrs. here and at Kimball and Huron.

Ashville, O.—Lightning running in on the electric power line recently set fire to the elvtr. of the Ashville Grain Co. The three-foot blaze was put out by a carbon tetrachloride extinguisher.—C. O. Garver.

Amanda, O.—Howard Hempy, E. I. Curtis and A. E. McNaughton of Pleasantville with Cliff Beals of Pickerington have bot the Webb Milling Co.'s plant and will take possession, Dec. 1.—Carroll Elvtr. Co., Carroll.

Alliance, O.—G. A. Myer and myself, both formerly with the Star Elvtr. Co., of Cleveland, have taken over the King Bee Mill, formerly operated by J. C. Lewis and S. W. Reynolds.—J. C. Henschen, King Bee Milling Co.

Wooster, O.—The A. G. Smith Milling Co. has leased a site and will build an elvtr. on the B. & O. right of way. The company has built a new elvtr. at Armstrong and has bot elvtrs. at West Lebanon, Willard and Centerton.

Kensington, O.—Robert Loudon, for 10 years in the lumber and grain business at this point, died Oct. 19 at his home near Hanoverton. He is survived by a wife, and 14 children, 2 sons now being in Germany with the Army of Occupation.

Wapakoneta, O.—The Farmers Grain Co. has bot the elvtr. of the Wapakoneta Grain Co. and 10 lots near it. The elvtr. was owned by Sheets Bros. of Botkins, and was managed by E. G. McCullough. It is that he will remain as mgr. for the new company.

Bryan, O.—A \$20,000 damage suit for personal injury has been brot against the Bryan Farmers Co-operative Grain & Supply Co., by Chas. Martin who was employed by the engineering company building the elvtr. of the company. In the petition Martin avers that on Aug. 12 the mgr. of the company, W. H. Knepper, was engaged in shooting rats at the elvtr. and a bullet from the gun used by Knepper struck Martin and inflicted incurable injury. As Knepper was acting for the defendant company in killing rats and the injury was due to Knepper's negligence, Martin holds the company responsible for the injury.

Toledo, O.—Henry D. Sturtevant and Norman J. Cornell are new members of the Produce Exchange; T. C. Burke has transferred his membership to A. J. Burkhart.

Ottawa, O.—Raabe Bros. will not build an elvtr. here but will move their house at Avis (Ottawa p. o.), to this station and put it on the new concrete foundations just completed.

Greenville, O.—H. C. Helm, of Helm & Ries, has brot proceedings in the Common Pleas Court against J. A. Ries, W. L. Ries, and Luella Ries. Helm's petition states that he is the owner of 1/2 of this business and that the defendants, J. A. and W. L. Ries are the owners of 1/4 each. On account of physical infirmities the plaintiff who was mgr. states that it is impossible for him to continue further and that it is also impossible to make an equitable division of the business. Luella P. Ries, wife of J. A. Ries, claims a dower interest in the property of her husband, Helm states. The plaintiff asks that the partnership be dissolved, that a receiver be appointed and that the real estate owned by the concern be partitioned and that an accounting be made if necessary among the partners.

Ashville, O.—The elvtr. of the Scioto Grain & Supply Co., W. P. Sallady, mgr., burned to the ground about 8.30 p. m., Nov. 4. At the time of the fire there were about 1,500 bus. of wheat and 3,000 bus. of corn in the building. Both the grain and the building were a total loss. The fire seems to have started in the room containing a steam grain drier and the evidence shows that the dust had never been cleaned out from between the steam coils. Therefore we are laying the cause of this fire to the drier. The drier had been in operation up to 3 hours before fire was discovered and when it was discovered it was found to be directly over the top of the drier. The total loss approximated about \$27,000 with about \$21,000 insurance.—C. O. Garver, Inspector, Grain Dealers Fire Ins. Assn. Will rebuild at once.—W. P. Sallady, Mgr. Scioto Grain & Supply Co.

CINCINNATI LETTER.

The firm of B. W. Wasson & Co. is out of business here.

Cincinnati, O.—Alfred Gowing, member of the Grain & Hay Exchange and the Chamber of Commerce, has been nominated for mayor of Newport, Ky., where he lives. His many friends hope to see him win.

Cincinnati, O.—N. Lee Daniels, pres. of the Early & Daniels Co., had a narrow escape from death by drowning, when his skiff overturned in the river near Lawrenceburg, Ind., where he was indulging in a few days' fishing. He was trying to land a large catfish near a dam in the river when the wickets were opened and the suction turned the boat upside down.

OKLAHOMA

Trail, Okla.—We have installed a new cleaner. Our officers are Mat. Jones, vice-pres.; M. J. Jones, sec'y and myself, pres. and mgr.—T. D. Guy, T. D. Guy Grain Co.

Enid, Okla.—It is now reported that all the stock in the new company to build the 1,000,000-bu. elvtr. here, has all been sold, a site purchased and plans for the building approved.

Binger, Okla.—Wilson & Co. have bot the elvtr. of the Binger Elvtr. Co. The elvtr. has been thoroly overhauled, a new 25-h.p. Fairbanks Morse Engine has been installed and we will begin operating at once.—Chas. Wilson, mgr.

Oklahoma City, Okla.—C. E. Lindberg has severed his connections with the Wichita Grain Co., Wichita, Kan., and is now in business for himself here, operating under the name of the Lindberg Grain & Feed Co. with offices at the Southwest National Bank Building.

Enid, Okla.—J. R. Chapman, gen. mgr. for Oklahoma Flour Mills Co., is reported to have formed a partnership with Fred L. Meyers, of Wellington, Kan. They will incorporate with a capital stock of \$100,000 and will take over the mill plant, increasing its capacity and making other changes.

Oklahoma City, Okla.—We own no elvtr. but will do a strictly grain commission and brokerage business. Our offices are in the Grain Exchange and I am pres. and mgr. with R. E. Lang, secy.-treas. I was formerly with the Stowers Grain Co.—J. H. Lang. Mr. Lang has been admitted to membership in the Grain Exchange.

Weatherford, Okla.—I succeeded T. A. Scovill, who is out of the grain business as mgr. some time ago.—G. W. Gates, mgr. Farmers Union Exchange.

Skiatook, Okla.—We expect to build a 10,000-bu. elvtr. Our company has been incorporated with a capital stock of \$25,000, and our officers are R. A. Stephens, pres.; C. F. Rogers, vice-pres.; F. F. Cochran, secy., and Geo. F. Stephens, treas. and mgr.—Farmers Elvtr. Co.

Miami, Okla.—We have found that it was only two boys, one 7 the other 9, who broke into our office recently and destroyed a lot of flour and sacking, emptied desks, stationary racks, and everything loose about the place on the floor and then dumped flour, meal and grain all over it. They do not seem to realize that they were doing anything wrong, were just having a good time. Damage amounted to about \$160.—Miami Flour & Feed Co.

OREGON

Springfield, Ore.—I am mgr. for the Springfield Mill & Grain Co.—G. O. C. Caswell.

Echo, Ore.—The Umatilla Flour & Grain Co., of Pendleton, has leased the warehouse of Thomas Ross.

Portland, Ore.—The Northern Flour Mills Co. has succeeded the Northern Grain & Warehouse Co. and has taken over the plants of the latter company at Vancouver, Wash.; Walla Walla, Wash.; American Falls, Ida.; and Missoula, Mont. I. C. Sanford is pres. of the new company.

Vale, Ore.—Warren Armington, mgr. of the Vale Milling & Elvtr. Co., severed his little finger on his left hand at the first joint, when a ring he was wearing caught in a wire as he jumped from a wagon. Two cars of machinery are being installed in the plant as rapidly as possible.

Portland, Ore.—The construction of the Municipal Elvtr. at St. John is proceeding very nicely and at this time the storage annex and the track shed of the elvtr. are fully completed, and it is expected that the concreting for the operating house will be completed in a couple of weeks. The machinery is being installed as rapidly as the elvtr. construction permits and we expect to have the elvtr. in operation during December of this year.—G. B. Hegardt, chief engineer.

PENNSYLVANIA

Washington, Pa.—We are building tank storage for wheat amounting to 16,000 bus.—A. B. C. Patton, Washington Milling Co.

Philadelphia, Pa.—Application for membership to the Commercial Exchange, has been made by Louis D. Toll, mgr. for the S. F. Scattergood Co.

Avondale, Pa.—James L. Pennock, of Pennock & Brosius, has bot the interest of A. Brosius and of the estate of Arthur Brosius, and will take possession of the mill, elvtr. and warehouse, Jan. 1.

Kittanning, Pa.—A blaze was started in the elvtr. of the Polloch High St. Mill, recently, by a short circuit in a motor. The motor was destroyed and the flames were just reaching the wood work when the fire was noticed and speedily extinguished.

Lancaster, Pa.—The feed and coal warehouse of W. Ralph Sensenich, containing 3 carloads of dairy feed, a carload of oats and one of straw, burned to the ground; loss on building, \$3,000; on grain, etc., \$8,000; nearly covered by insurance. The fire started in the basement about 3 p. m.—Jonas F. Eby & Son.

NEW MEXICO

Springer, N. M.—The Floersheim Merc. Co. has just completed its new 30,000-bu. grain and bean elvtr.

SOUTH DAKOTA

Kadoka, S. D.—The Farmers Union Elvtr. Co. is building an elvtr.

Pukwana, S. D.—The Farmers Union Elvtr. Co. is building an elvtr. here.

White Lake, S. D.—The elvtr. of the White Lake Milling Co. has just been remodeled.

Chancellor, S. D.—C. H. Hoogstraal will install a Trapp Combination Truck and Wagon Dump in his elvtr.

Plankinton, S. D.—The Farmer Union Elvtr. Co. has completed its elvtr. at this point.

Humboldt, S. D.—The Farmers Elvtr. Co. expects to install an auto truck and wagon dump.

Chancellor, S. D.—A. A. Truax has bot the elvtrs. of Geo. Raker here and at White Lake. Will take possession Dec. 1. Wm. H. Raker will remain mgr. here.

Gary, S. D.—I am out of the grain elvtr. business.—Nick Lehnertz, formerly agt. for G. W. Van Dusen & Co.

Hurley, S. D.—The Farmers Union Co. has bot a Trapp Combination Truck and Wagon Dump to be installed in its elvtr.

White Rock, S. D.—Farmers Elvtr. Co. incorporated; capital stock \$20,000; incorporators G. A. Oscarson, A. W. Powell and Lars Anderson.

Kimball, S. D.—The elvtr. of the Farmers Union Elvtr. Co. has been completed. The Kimball Roller Mills will install a dust collector.

Spearfish, S. D.—W. S. Knight of this city and T. D. Murrin, of Lead, have bot the plant of the Spearfish Milling Co. from L. W. Valentine, for \$20,000.

Aberdeen, S. D.—The annual meeting of the Farmers Grain Dealers Ass'n of South Dakota will be held in this city Jan. 13 to 16 inclusive. Headquarters will be at the Ward Hotel.

Yankton, S. D.—We have installed 4 Trapp Gohr Donovan Truck and Wagon Scale Dumps. We are building a large tile warehouse for milfeeds, flour and seed storage.—Farmers Union Co-operative Co.

Burbank, S. D.—The elvtr. of the McCaull-Webster Elvtr. Co., containing 2,000 bus. of grain, burned to the ground Oct. 27. Loss \$25,000. The company had just completed the installation of new truck dump and scale.

Hazleton Siding (Meckling p. o.), S. D.—The edvtr. of Steele Simmons & Steele Bros., owners of a ranch 3 miles east of here, is almost complete, and work has been started on a \$60,000 alfalfa mill to be used in connection with the elvtr. Expect to get the mill done this winter.—Steele Bros. & Orr, Meckling.

Ipswich, S. D.—W. H. Smith, formerly with the Hettinger Milling Co. and myself bot the Geo. M. Engler Elvtr. and let contract for a 28x36 ft. mill, 3 stories high with a full concrete basement, a 26x30 ft. grain, bran and flour store room also with concrete basement. These two plants are completed and we expect to install our machinery before the 1st of January and be ready to do a milling business by Feb. 1. In the meantime we are operating the elvtr. and buying and shipping grain. We have nearly completed a 20x28 ft. engine and heating plant with a concrete basement.—L. E. Polys, former mgr. Equity Exchange, Hettinger, N. D.

SOUTHEAST

Bainbridge, Ga.—The elvtr. recently taken over by J. I. Davis and E. Thomas, will be operated as the Davis Grain Co.—Bainbridge Grain Co.—T. L. Smith is mgr.

Norfolk, Va.—Pres. A. L. Roper of the city council, and City Mgr. Ashburner are keenly interested in the building of a large terminal storage elvtr. in this city.

Goldshoro, N. C.—We are rebuilding corn mill and feed plant, destroyed by fire last March. The machinery is now being installed.—Goldshoro Milling & Grain Storage Co.

Fredericksburg, Va.—The Young-Sweetser Co. has let contract to the Deverell-Spencer Co. for the erection of a large grain elvtr., work to be started at once.

TENNESSEE

South Pittsburgh, Tenn.—D. Y. Conatser has engaged in the grain and feed business at this point.

Nashville, Tenn.—We have sold the "Steele" Elvtr. which we recently bot at auction, to the Gillette Grain Co.—Chas. D. Jones & Co.

Nashville, Tenn.—The Just Mills succeeded the Hughes Warehouse & Elvtr. Co., in 1912 and the mills were later sold by Mr. Hughes to the Ralston Purina Co. H. H. Hughes formerly pres. and mgr. of the Hughes Warehouse & Elvtr. Co. just bot the plant of the Capital Grain & Milling Co., at auction but he does not intend to operate it, buying it simply as an investment. He expects to sell it in a few days.—Wm. G. Boyd, cashier, Just Mills.

MEMPHIS LETTER.

The Quaker Oats Co. has purchased a site here but the report that it will build a large plant at once is unfounded. No definite plans have been made.—Mr. Potter, Chicago Office, Quaker Oats Co.

While no definite information has been given as to the cause of the fire that destroyed the Riverside Elvtr., it is generally laid to a dust explosion by those who know or were present at the time the catastrophe occurred.

The Riverside Elvtr. & Storage Co. has been forced out of business by the fire of Oct. 19, and its membership in the Merchants Exchange has been purchased by J. T. Halbert, who will conduct a grain and hay brokerage business on his own account.—The Standard Hay Co. has made application for membership in the Exchange.

TEXAS

Sour Lake, Tex.—The Sour Lake Grain Co. is out of business.—P. M.

San Antonio, Tex.—I am now with the Fidelity Grain Co.—G. C. Trippe.

Hansford, Tex.—We are just embarking in the grain business and will build an elvtr. next year.—A. Tomlinson & Son.

Yoakum, Tex.—We will install new machinery in our new concrete 3-story addition to our mill.—Yoakum Mill & Elvtr. Co.

Nacogdoches, Tex.—The warehouse of the W. T. Wilson Grain Co. burned recently. Loss \$40,000 partially covered by insurance.

White Deer, Tex.—Farmers Mill & Elvtr. Co. incorporated; capital stock \$35,000; incorporators E. H. Grimes, A. G. Dauer, and C. L. Fields.

Claude, Tex.—Having sold my interest in the firm of Nelson & Smalley, I am now engaged in business as A. V. Nelson & Co.—A. V. Nelson.

Weatherford, Tex.—J. K. Childress has succeeded E. N. Jordan with the Dorsey Grain Co., Mr. Jordan resigned to enter another line of business.

Booker (La Kemp p. o., Okla.), Tex.—The complete equipment for the new elvtr of Ewing Bros., of Shattuck, will be furnished by the White Star Co.

Howe, Tex.—Officers of the recently incorporated Howe Grain & Milling Co., which has succeeded the Howe Grain & Mercantile Co., are H. W. Stark, pres.; J. M. Howdeshell, vice-pres.; G. W. Stark, sec'y, and E. O. Tolbert, treas. The company will build a new mill.

Fort Worth, Tex.—The wooden elvtr. of E. G. Rall, containing 20,000 bus. of wheat and 5,000 bus. of other grain, burned recently with a loss of \$75,000, partially covered by insurance. The concrete tank elvtrs., adjacent to the elvtr. destroyed, were not injured and several cars of grain spotted for unloading were saved by firemen.

Amarillo, Tex.—The Great West Mill & Elvtr. Co. is the name finally adopted by the new company here. It was formerly called Great West Milling & Elvtr. Co. A new mill is now under construction and a 500,000-bu. elvtr. will be built as soon as possible. Frank Kell, pres. of the Wichita Mill & Elvtr. Co. of Wichita Falls, Tex., is pres. of the new company also.

Sherman, Tex.—P. T. Andrews, pres. of the Andrews Seed & Grain Co., died at 7:00 p. m. Oct. 23, after an illness of two weeks. Mr. Andrews was born at Marshall, Tex., on Dec. 14, 1867, and his entire business career had been devoted to the grain and seed business. He first engaged with Pittman & Harrison Co. of this city, afterward going to Ft. Worth where he operated for years as P. T. Andrews & Co. Later he conducted a grain business at Waxahachie in connection with Eugene Early, removing to Dallas to operate the Dallas Grain & Seed Co. In 1917, he returned to Sherman with the Pittman & Harrison Co., and in February, 1919, formed a partnership with his son, T. H. Andrews, acting as senior member of the firm of Andrews Seed & Grain Co. On Sept. 1, 1919, the Andrews Seed & Grain Co. was incorporated with a capital of \$10,000, P. T. Andrews being pres. and T. H. Andrews, sec'y & treas. The Texas Grain Dealers Ass'n was organized by Mr. Andrews, its first meeting being held in his office at Ft. Worth in 1899. The Andrews Seed & Grain Co. will continue business without modification of the principles laid down by its founder.

Ralls, Tex.—The Harvest Queen Mills of Plainview, let contract to the White Star Co., for a 15,000-bu. iron clad elvtr. and a big warehouse addition to it. The building will be finished in a few days.

UTAH

Salina, Utah.—We now have storage capacity for 6,000 bus. of grain.—Salina Grain & Milling Co., E. J. Freece, Salt Lake.

Payson, Utah.—Utah Valley Milling & Produce Co., incorporated; capital stock \$50,000; officers and incorporators are John M. Cowan, pres.; E. W. Simons, vice-pres.; and C. J. Cotterell, sec'y-treas.

WASHINGTON

Seattle, Wash.—The Grain Com'te of the Merchants Exchange has defined "prompt" as meaning delivery within 30 days whether the grain is local or of eastern origin.

Kennewick, Wash.—We operate a mill and warehouse here, but use all the wheat we buy. The only other grain dealer here is the Empire Grain Co., which also has a warehouse.—J. J. Georgeson, mgr. Kennewick Flour Mills.

Mt. Vernon, Wash.—A small fire in the basement of the elvtr. of the City Grain & Seed Co., Oct. 15, was discovered and put out by two employees using handy fire extinguishers. The blaze started under the floor where the feed grinder is located.

Walla, Walla, Wash.—We have not bot an elvtr. and do not expect to build one at once. We are buying grain direct from the farmers, stored in public warehouses and selling to millers. H. E. Morrison is our pres. and G. W. Rourke, sec'y-treas.—Morrison Grain Co.

Mt. Vernon, Wash.—E. P. Nelson has moved his stock into his new concrete buildings and now has one of the most up-to-date grain and commission plants here. The building is equipped with large platform scales and is within easy reach of water, rail, or interurban transportation.

WISCONSIN

Iron River, Wis.—A. B. Tester is building a mill and elvtr. here.

Trempealeau, Wis.—J. D. Babcock will build an elvtr. here next spring.

Two Rivers, Wis.—G. J. Huhn of Sparta is now mgr. of the Two Rivers Equity Co.

Elk Mound, Wis.—We have sold our elvtr. to the Elk Mound Elvtr. Co.—H. Ausman & Sons. Jas. Brackett is mgr.

Strum, Wis.—Farmers Elvtr. Co. incorporated; capital stock \$12,000; incorporators M. L. Dahl, J. Johnson, and O. C. Olson.

Evansville, Wis.—Fisher Grain & Feed Co. incorporated; capital stock \$10,000; incorporators, Geo. S. and Nellie Fisher and H. B. Graves.

Taylor, Wis.—We have succeeded S. O. Overby and the Farmers Stock Co. and are the only grain firm here. Each of us bot a half interest in the other's business.—M. Overby, mgr., Overby & Farmers Grain Co.

Glenwood City, Wis.—M. J. Gorske formerly agt. for the Apple River Milling Co. has bot the mill and elvtr. of the company. He will build a new mill at once, in the meantime the elvtr. will be in operation.

Elmwood, Wis.—We have just overhauled the house inside and out, putting new foundations under it, two coats of paint all over it and installing a new cleaner.—Wm. Herpst, mgr. Elmwood Lumber & Grain Co.

Durand, Wis.—Officers of our company are G. W. Sankey, pres.; S. E. Livingston, vice-pres., James Allison, sec'y and myself mgr. We are now receiving grain.—Pierre Kremer, mgr. Lower Chippewa Valley Equity Exchange.

Green Bay, Wis.—We have sold our elvtr. here to Mr. De Broux on account of the long years of service that he has given us. In fact, we started Mr. De Broux in the grain business. After a little time in business he incorporated as the Badger Grain Co. He is still connected with us a little bit in looking after the interests of our terminal, which we have left in Green Bay. Elvtr. "C" which we sold to the Badger Grain Co. is a local elvtr. of about 40,000 bu. capacity, dealing directly with the farmers and outside of town by buying and selling grain in carload lots, and also flour and feed.—Cargill Grain Co.

Ettrick, Wis.—The Farmers Elvtr. Co. has let a contract for a 20,000-bu. elvtr. It will be operated by gasoline power and equipped with a Richardson Automatic Scale & a Benson Combination Dump. Mr. Johnson of Taylor will be mgr.

MILWAUKEE LETTER.

Hadden Grain Co. incorporated; capital stock \$5,000; incorporators, A. W. Kemp and H. M. Hadden.

The interest rate on advances, under the rules of the Chamber of Commerce, is 7% per annum for the month of November.

New members of the Chamber of Commerce are Gerald A. Lynch and Chas. Zehnpfennig; transfers are Arthur M. Kayser, Judd Addis and the estate of John Doering.

The special grain dust explosion lecture and motion picture display which has been prepared for exhibition by the U. S. Bureau of Chemistry, under the direction of the Grain Corporation, will be given Nov. 17 at 3 p. m. in the Directors room of the Chamber of Commerce, according to Howard B. Jackson, and at the Athletic Club according to Sec'y H. A. Plumb.

Mrs. Margaret Bell, wife of W. M. Bell pres. of W. M. Bell & Co., died of pneumonia at Hot Springs, Ark., Oct. 23. Mrs. Bell had been one of the ladies at the National Convention at St. Louis and had been in seemingly perfect health. Her death, coming as it did so soon after the merry times, was a great shock to her many friends and to all those she had met at the convention. She was 55 years old and is survived by her husband, and son, Robert G. Bell, sec'y of the company.

Community Building Needs Grain Trade.

By A. P. CALDER.

Grain growers have long been flooded with literature requesting that they join hands with their neighbors in an effort to overcome the unpleasant or unprofitable conditions prevailing in their respective communities. These requests have generally been prompted by the bankers, merchants, or railroads, who realize that they will ultimately be benefited by anything which tends to create better farming. A few grain dealers are among those far sighted community business men who have recognized the importance of the community building movement, but their affiliation with the cause has not been so general as has been the response from other lines of trade.

It is hard to account for this apparent lack of interest inasmuch as the grain shipper is among the first to reap the benefits of bigger yields of better grain, obtaining his share of the increased community wealth before even the banker or village merchant.

No community has attained such a perfect sphere that it requires no further improvement, and no single branch of a community can hope ever to find itself in a position where community work is no longer needed. Every community or neighborhood realizes its shortcomings better than anyone else, but these are seldom mentioned owing to local pride. But unless a united movement is made to improve these shortcomings, or unprofitable customs, those conditions will never be improved.

It has long been known in those counties employing county agents or crop experts, that smut spores will fly over fences or fields into neighboring farms. The community building enthusiasts no longer treat their crops or seed for smut in the old haphazard manner at a time to suit the individual convenience, but the work is thoroly done with a solution of formaldehyde which has been as carefully prepared as a druggist's prescription, and the remedy is applied simultaneously in every section of the community. Every one benefits as a result, but the expense is no greater than that attached to the old system of individual effort.

The value of community building is shown in many other ways, and the advantages to the grain shipper are always the same—whatever is done to benefit his community will react upon his own business before the blanket of prosperity reaches other lines of trade.

In those sections where the land is well adapted to corn the grain dealers have long made a plea for a uniform variety from each community. But very little effort has been made to show the farmers the value of growing only that variety which is best adapted to their soil, and the reason is simple. When the subject was first broached to the average farmer he ridiculed the idea of a grain man knowing more about farming than he, while the more open-minded among them, those who thot increasing the yield possible, regarded the motive which prompted the subject as a purely selfish one on the part of the shipper. This belief was often backed up by stubbornness on the part of the farmer and the result was discouragement for the dealer. In many communities the subject has not since been mentioned.

But in those communities in which persistence was shown by the grain shippers, and the farmers were finally induced to try new methods, shipments have been greatly increased and in many instances the localities have become known as special seed centers. A community will average 100,000 acres of land, planted to many different crops, wheat, oats, corn, alfalfa, clover, timothy, etc. The average price per bushel of these crops will be in excess of 80c. Thus if the yield per acre could be increased only slightly more than one bushel it would mean an additional \$180,000 to the enterprising community.

D. R. Risser, grain dealer of Vaughnsville, O., realized these facts years ago, but met the same discouragement as his brother dealers when he placed the data before his farmer patrons. When they refused to co-operate with him he did the work of selecting a uniform variety of corn for them. After determining the corn best suited he planted on his own land enough of that grain to supply a big portion of his trade with seed the following year. The following year everyone wanted to grow Risser corn, and his point was proved.

Every dealer however, is not able to convince his farmer patrons in the same manner, as comparatively few own farm land. But all can affiliate at once with the community movement in their own localities, and even tho they advance no arguments or theories on the improvement of crops, by merely joining hands with the other business men of their sections the farmers will soon look upon them as friends.

One Live Weevil Does Not Make Wheat Sample Grade.

"One live weevil or four 'confused flour,' 'rust red,' or 'imported flour' beetles or so-called bran bugs in a representative sample of wheat, approximately two quarts—that is, representative of the entire car lot—is not enough to warrant grading that parcel of wheat 'sample grade.'"

This is the ruling from the Chicago Board of Review, Federal Grain Supervision, U. S. Department of Agriculture, in response to requests that a definite ruling be made in view of many recent arrivals of wheat containing weevils at Chicago and Kansas City.

In the case of grain in which live weevils are found, the board believes that one weevil in a representative sample of a car of sound, clean wheat is not conclusive evidence that the grain is infested, and may, therefore, be disregarded unless there is some further evidence of infestation.

If, however, but a single live weevil is present in a representative sample of a car and additional indications of infestation, such as weevil-cut, or weevil-bored kernels, weevil odor or weevil refuse, are discovered, it is the board's opinion that there is clear evidence of infestation and the grade "sample grade" should be assigned.

Insects injurious to stored grain, other than live weevils, are not considered by the Board of Review as sufficient reason to grade wheat "sample grade," except when found in numbers.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. C. C. & S. L. in Sup. 1 to 1433-E gives rates on grain and grain products from and to points on the C. C. C. & S. L., effective Dec. 1.

C. C. C. & S. L. in Sup. 2 to 1385-F gives rates on grain and grain products from Pairis, Ill. to Ind., Ky., Mich., O., Pa., W. Va., effective Dec. 1.

C. & E. I. in Sup. 4 to 8650 gives rates on grain and grain products from points on the C. & E. I. to points in U. S. and Canada, effective Nov. 15.

C. C. C. & S. L. in Sup. 2 to 1362-E gives rates on grain and grain products from and to stations on stations on the C. C. C. & S. L., effective Dec. 1.

C. B. & Q. in 4202-G contains revised pages blending cleaning, malting, mixing, etc. of and storage in transit of grain and grain products, effective Nov. 15.

C. & A. in Sup. 1 to 1629-B gives joint and proportional rates on grain products from stations in Illinois to Cairo, Ill. and Evansville, Ind., effective Dec. 1.

Lehigh Valley in Sup. 5 to 4283-C gives rules governing milling, malting and mixing, in transit, grain and grain products at L. V. stations, effective Nov. 20.

C. C. C. & S. L. in Sup. 3 to 1373-E quotes rates on grain and grain products from Cincinnati and Ivorydale, O. to Ill., Ind., Ia., Mich., O., Pa., effective Nov. 25.

C. C. C. & St. L. in Sup. 3 to 1360-H gives rates on grain and grain products from stations on the C. C. C. & St. L. to Ind., Ill., O., and Mich. points, effective Dec. 1.

C. B. & Q. in Sup. 23 to 1346-E gives rates on grain and grain products between Chicago, Peoria, Quincy, E. St. Louis, Ill. and C. B. & Q. stations in Ill., effective Nov. 20.

C. C. C. & S. L. in Sup. 2 to 1361-G gives rates on grain and grain products from points on the C. C. C. & S. L. to Ill., Ind., Ia., Ky., Mich., O., and Wis., effective Dec. 1.

C. C. C. & S. L. in Sup. 3 to 7268 gives rates on grain and grain-products to points in Ill., Ind., Ky., Mich., N. Y., O., Pa., W. Va., from points on the C. C. C. & S. L., effective Dec. 1.

F. Morris in Sup. 7 to 111-I gives rates on grain and grain products from Milwaukee and Manitowoc, Wis., to points in Ind., Ky., Mich., Mo., O., N. Y., Pa., and W. Va., effective Nov. 16th.

C. B. & Q. in Sup. 44 5600-A quotes rates on grain and grain products from and between points in Wyoming, Colorado, and Missouri on the C. B. & Q. and connections, effective Nov. 15.

C. P. & S. L. in Sup. 2 to 8268-I gives local and joint rates on grain and grain products between stations on the C. P. & S. L. also between stations on the C. P. & S. L. and St. Louis, Mo., effective Dec. 1.

C. R. I. & P. in Sup. 1 to 19587-K gives rates from Missouri river points in Ill., Ia., Minn., Mo., and S. D. on C. R. I. & P. to points in the Mississippi valley, Ala., Ark., Fla., La., Miss., and Tenn., effective Nov. 21.

C. R. I. & P. in Sup. 9 to 29,600-B gives local joint and proportional rates on classes and commodities between Missouri river stations and stations in Missouri; also stations on C. R. I. & P.; also connections in Ia., Minn., and S. D.

C. I. & L. in Sup. 9 to 203-A gives local, joint and proportional rates on miscellaneous commodities from stations on the C. I. & L. to points in Ill., Ind., Ia., Ky., La., Mich., Mo., N. Y., O., Pa., Tenn., W. Va., and Wis., effective Nov. 10.

C. & A. in Sup. 1 to 1614-D gives joint and proportional rates on grain from stations in Ill. on the C. & A. and C. & I. M. to Aurora, Ind., Cairo, Ill., Cincinnati, O., Evansville, Ind., Indianapolis, Ind., Jeffersonville, Ind., Lawrenceburg, Ind., Louisville, Ky., New Albany, Ind., Owensboro, Ky., Seymour, Ind., and points in Ill. on the M. & O. and W. C. & W., effective Dec. 1.

C. I. & L. in Sup. 10 to 203-A gives local joint and proportional rates on miscellaneous commodities from stations on the C. I. & L. to points in Ill., Ind., Ia., Ky., La., Mich., Mo., N. Y., O., Pa., Tenn., W. Va., and Wis., effective Nov. 26.

C. I. & L. in Sup. 3 to 520 gives local, joint, proportional and reshipping rates on grain, grain-products and grain by-products from stations on the C. I. & L. to points in Ill., Ind., Ia., Ky., Mich., Mo., N. Y., O., Pa., W. Va., and Wis., effective Dec. 3.

U. S. R. R. Administration in 5588-K gives local, joint and proportional rates on grain and grain products between points in Kan., Colo., Mo., Okla.; also Superior, Neb., and Joplin, Mo., and points in Ill., Ind., Ia., Kan., Mich., Minn., Mo., Neb., Okla., and Wis., effective Dec. 1.

C. I. & L. in Sup. 7 to 518-A gives joint, proportional and reshipping rates on grain, grain products and grain by-products from stations on the C. I. & L. to points in Conn., Del., D. C., Me., Md., Mass., N. H., N. J., N. Y., Pa., R. I., Vt., Va., W. Va., and points in Canada effective Nov. 21.

C. I. & L. in Sup. 6 to 518-A gives joint, proportional and reshipping rates on grain, grain products, and grain by-products from stations on the C. I. & L. to points in Conn., Del., D. C., Me., Md., Mass., N. H., N. J., N. Y., Pa., R. I., Vt., Va., W. Va., and points in Canada, effective Nov. 11.

C. R. I. & P. in Sup. 2 to 25405 gives local, joint and proportional rates on hay, straw and corn husks from stations in Ark., Colo., Kan., La., Neb., N. M., Okla., also Joplin, Mo., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., Texarkana, Ark.-Tex., and other stations in Ala., Ark., La., Miss., Mo., and Okla., effective Dec. 4.

C. & A. in Sup. 2 1609-D gives local, joint and proportional rates on grain, grain products, seed, hay and straw and articles taking the same rates between Chicago, Peoria, Ill., and St. Louis, Mo., and points taking the same rates, also Rondout and Waukegan, Ill., and stations in Mo. on the C. & A., also Hannibal, Mo., effective Dec. 1.

C. P. & S. L. in Sup. 1 to 8266-D gives joint and proportional rates on grain and grain products from stations on the C. P. & S. L. to Aurora, Ind., Cairo, Ill., Cincinnati, O., Evansville, Ind., Havesville, Ky., Henderson, Ky., Jeffersonville, Ind., Lawrenceburg, Ind., Louisville, Ky., New Albany, Ind., Owensboro, Ky., Seymour, Ind., Vincennes, Ind., effective Dec. 1.

C. & A. in Sup. 4 to 1604-E gives local, joint and proportional freight rates on grain and grain products between Chicago, Joliet, Peoria, Pekin and East St. Louis, Ill., also St. Louis, Mo.; and stations on the C. & A., C. & I. M., C. & N. W. in Ill. and St. Louis, Mo., also to Toledo, Ohio and Detroit, Mich., and stations on connecting lines in Ill., effective Dec. 1.

C. & E. I. in Sup. 6 to 8650 gives joint and proportional domestic and export rates on grain, grain products and grain by-products, also cotton seed, cotton seed ashes, and cotton seed hull bran from stations on the C. & E. I. to points in Conn., Del., D. C., Me., Md., Mass., N. H., N. J., N. Y., O., Pa., R. I., Vt., Va., W. Va., and specified points in Canada, effective Nov. 25.

C. & E. I. in Sup. 5 to 8650 gives joint and proportional domestic and export rates on grain, grain products and grain by-products, also cotton seed, cotton seed ashes and cotton seed hull bran from stations on the C. & E. I., also from Henderson and Owensboro, Ky., to points in Conn., Del., D. C., Me., Md., Mass., N. H., N. J., N. Y., O., Pa., R. I., Vt., Va., W. Va., and specified points in Canada, effective Nov. 19.

C. R. I. & P. in 28675-C gives local, joint and proportional rates on grain, grain products, broom corn, alfalfa cake and meal, linseed cake and meal and seeds between Chicago, Peoria, Rock Island, Ill.; Council Bluffs, Ia.; Kansas City, St. Joseph, St. Louis, Mo.; Minneapolis, St. Paul, Minn.; Omaha, Neb.; and stations taking the same rates as specified within the tariff, also stations in Colo., Ill., Ia., Kan., Minn., Mo., Neb., N. M., Okla., and S. D. and stations in Colo., Kan., Neb., N. M., Okla., and Texhoma, Tex., effective Dec. 1.

C. & E. I. in Sup. 7 to 8650 gives joint and proportional domestic and export rates on grain, grain products and grain by-products; also cotton seed, cotton seed ashes and cotton seed hull bran from stations on the C. & E. I. R. R. to points in Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and points in the Dominion of Canada, effective Dec. 15.

C. & E. I. in sup. 12 to 622 E gives local, joint and proportional rates on grain, grain products, and grain by-products; also broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, seeds (Hungarian and millet) and redtop seed chaff from stations on the C. & E. I.; also from Henderson and Owensboro, Ky., and from Cairo, Ill. (M. & O. R. R.), Joliet, Ill. (via E., J. & E. R. R.), and Momenoe Transfer (via C., M. G. R. R.) to points in Ill., Ind., Ia., Ky., Mich., Minn., Mo., O., Pa. and Wis., effective Dec. 8.

Claims on Grain to Cedar Rapids.

BY OWEN L. COON.

If you have made shipments to the Quaker Oats Co., Cedar Rapids, Ia., previous to May 25, 1919, and the consignee's report showed a leak, while the claim department has refused it as being a clear record car, it will now pay you to revive the claim and send it in with another demand for payment. The Farmers Grain Dealers Ass'n of Iowa several weeks ago sent me a claim against the Illinois Central Railroad which had been filed originally by the Farmers Elevator Co. of Richards, Ia., and which had been refused by Mr. Wolf of the Illinois Central claim department as being a clear record claim.

The consignee's report however, showed a leak at the sides and at loose sheathings and was apparently as clear in liability as could be made. I took the matter up and was offered fifty per cent in settlement. About this time, the Barnum Elevator Co. of Barnum, Ia., sent me two other claims which had exactly the same history. This aroused my suspicion that something was wrong. I again pointed out to the claim department that three such instances had occurred, but only fifty per cent in settlement was offered.

With the help of the Chicago Department of the Quaker Oats Co., I finally discovered that up until May 25th of this year, the Illinois Central and the other railroads centering at that point did not maintain a joint inspector who made it his work to examine each car with the car inspector of the consignee. As these cars arrived previous to that time, it was of course little wonder that the railroad records were clear since they had no inspector there to determine whether such leaks existed. I brought this to the attention of the claim department and the claims were vouchered in full without a word of controversy or explanation. Possibly it was unknown that the railroad maintained no joint inspector at that point, but if such was the case it was a careless investigation that was conducted. It goes to show that unless the shipper is always on the lookout, something is liable to be "pulled over" on him.

It is indeed regrettable that this should happen to the Illinois Central Claim Department, for while they are no particular friends of mine, I at least have found they take front rank in the promptness with which claims are handled. Clear record claims and leaks at grain doors are systematically refused, but on the remainder payment is soon made or else a prompt declination given. This is certainly more than can be said of the Milwaukee & St. Paul and certain other roads.

So look over your claims on cars going to Cedar Rapids, Ia., and see if some of those that have been refused do not fall into the above category. It looks like the condition might be common among shippers to that point. If such is true, and the claims are revived and taken up again through the proper channels, settlement can be obtained.

Supply Trade

To keep down your overhead keep up your advertising.

THE TRADE PAPER gains its power for business through concentration.

HERE is the all-important advertising question: Is your copy large enough to make your customers "sit up and take notice?"

OWENSBORO, KY.—A. S. Johnson has resigned his position as salesmanager of the Anglo-American Mill Co. His successor has not yet been appointed.

DETROIT, MICH.—W. H. Emerson & Son, have moved their factory to Minneapolis, Minn., changing the name of the company to the Emerson Mfg. Co.

TOLEDO, O.—James Pollard, formerly traveling representative of Sprout, Waldron & Co., recently suffered a paralytic stroke, leaving him absolutely helpless on the right side.

JERSEY CITY, N. J.—*Graphite*, the exponent of things Dixon, which has been published continuously for over twenty-one years, was forced to suspend publication temporarily owing to the strike of printers in the New York district. At the conclusion of the strike *Graphite* will again resume its monthly appearance.

CHICAGO, ILL.—Hess Warming & Ventilating Co. has issued the handiest table of grain grades, that has yet made its appearance. It is a maple "stroker," used with the kettle tester. On both sides are printed complete and convenient tables, showing all the various grades of wheat, corn and oats. These strokers are for free distribution among grain men and are mailed on request.

MUNCY, PA.—Through the addition of C. L. Kimble, for many years identified with the milling industry, to the staff of milling engineers, the Robinson Mfg. Co., have again increased the efficiency of their service department. Due to the large volume of business the company is receiving from all parts of the world, they have found it necessary to not only increase the number of their technical and milling engineers, but to expand their manufacturing facilities, building operations for which are now under way.

CHICAGO, ILL.—The Hess Warming & Ventilating Co. has signalized its preparedness to supply all equipment needed for grain inspection and moisture testing by getting out a special catalog entitled "Grain Testing and Sampling Apparatus," which will be sent to Journal readers on request. This company was engaged in the building of corn driers years before the government ever designed a moisture tester and was among the first to manufacture reliable moisture testers. The demand for Hess Apparatus has grown until it seemed advisable to manufacture or handle the entire equipment of the grain inspection office as listed in the new 24-page catalog.

JERSEY CITY, N. J.—Cheap paint is expensive and expensive paint is cheap. This seems to be a foolish statement to make, but a minute's thought will easily convince one of the truth of it. In the first place cheap paint soon has to be replaced, and you have the cost of more paint plus the cost of additional labor. On the other hand, good paint, which in these days is expensive, will last far longer and thus save the frequent repainting and the resulting cost of labor and material. Thus, judging paint by the number of years of service, you find that the most economical paint to use is that whose first cost is high. The Joseph Dixon Crucible Co., Jersey City, N. J., is the maker of a paint, Dixon's Silica-Graphite Paint, which has proven by accurate records to have given service of from five to fifteen years. Because of this long service it has also proven to be the most economical. The reason for this long service

is that the pigment is a natural combination of flake silica-graphite. It is not affected by sunlight, heat or cold, acids or alkalies. The silica is to the graphite what copper is to the gold in a watch case—an alloy to resist the wear of abrasion. The Dixon Company will send upon request a free copy of its booklet No. 15-B and long service records.

Wheat Director Asks for Removal of Flour Export Embargo.

In a report to the Senate Com'ite on Agriculture Oct. 30, Julius Barnes, federal wheat director, favored the elimination of export and import embargo restrictions. He recommended that the government agency of the Grain Corporation be withdrawn and international trade connections be allowed to reknit. In part he said:

I am fully of the opinion that step by step and at the earliest possible moment this government agency of the Grain Corporation, nationally dominant and controlling during two years of war, should now be prepared to withdraw and broken international trade connections should be encouraged to reknit. One of those steps would be the elimination of export and import embargo restrictions.

These embargoes have been in effect for more than two years. They were authorized under the Wheat Guarantee Act of March 5 and continued after July 1 under the Wheat Director instead of the War Board Trade by virtue of the Presidential Proclamation of June 24. The June crop report forecasted 1,234,000,000 bus. of United States wheat and the continuation of this control was a necessary and proper step.

By the end of July wheat prospects had partially collapsed. In recognition of the changed conditions I presented to the President on July 30 a memorandum of these altered prospects stating that the producer was thus accustomed to look on the fair price guaranteed basis as a fixed price and that if there was to be a change in the overseas marketing relation the producer should be so advised before the crop had left his hands.

The President agreed with these views and the Wheat Director was authorized to prepare steps for the removal of embargo restrictions. On Aug. 1 there had developed, however, evidence of popular apprehension over high prices in this country, and for fear that the removal of these restrictions might lead to advancing bread prices, the action was deferred.

This policy of control of wheat exports in protection of flour and bread prices was outlined to Congress in the President's Special Message of Aug. 8. Even though I personally feel the opening of free export outlet would not have substantially increased the foreign buying of wheat and that probably no price advance would have ensued I feel the President was wise in not thus supplying a possible foundation for investment and speculative buying in anticipation of an advance expected by those not familiar with the restriction of difficult transport and finance abroad.

Since that time there has been a steady fall in the prices of other foods, largely occasioned by the inability of foreign buyers to make payment for any large amount of foods. It must be recognized that the present factors controlling international trade are unprecedented.

Foreign buying rests largely in the hands of governments and their national policies often overrule natural trade tendencies. We must, therefore, be prepared to adapt our national policies to unusual conditions and influences as they develop. I feel, therefore, that until the President is able to consider this question, and since it means only the continuance of the policy of over two years' standing, and not the inauguration of a new one, that the question of elimination of embargo may, for a time, await his decision.

ALCOHOL is hailed as the coming fuel of the world in a bulletin of the National Geographic Society, of which Alexander Graham Bell is the author. Coal and oil are said to be advancing in price so rapidly as to become an obstacle to manufacturing. Relief, according to this bulletin and others recently issued will be found in the manufacture of alcohol on a large scale, not necessarily from sources now in use, like grain, potatoes or molasses, but from vegetable fibre, weeds or other materials. The perfecting of a process like this offers interesting possibilities. It is said that by some alteration in the construction of carburetors, it will become available as a fuel for automobiles and trucks. Its energy in units is reported as lower than gasoline, but it is expected to be much cheaper to manufacture.

HEDGING

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the Grain Dealers Journal worth much or little to your business. It represents the labor of nearly a thousand persons using equipment that costs nearly a million. All of it is in the interest of your business and you will find suggestions and pointers in both the reading and advertising pages of real value, if you will but read and heed the message.

Seeds

BRISTOL, TENN.—The two-story fireproof elevator of the Bristol Seed & Grain Co. is now under construction.

EXPORT duties on flax seed from Buenos Ayres have been changed to the following figures: In bags, \$7.10; in bulk, \$5.55.

THE AMERICAN MUTUAL SEED CO., Chicago, has registered the name "Pinnacle" as a title for its product, claiming use since Dec. 15, 1915.

J. UNDERWOOD & SON are successors to the seed business of the W. J. Busch Seed Co. at Lawrence, Kans. adding it to their mill and elevator.

THE O'BANNON Co. of Claremore, Okla., has bot the Oswego Seed & Grain Co.'s elvtr. at Vinita, Okla. This makes the sixth unit which the O'Bannon Co. operates.

TOLEDO IS ASSURED of a new laboratory for testing seeds, to be located in the Second National bank building. Seeds may be submitted for tests as to purity and germinating power.

THE CLAYCOMB SEED CO. of Guymon, Okla., has just completed its new seed house. It is up-to-date in every way, is made of tile and is 80x150 ft.—T. H. Wilson, mgr. Security Elvtr. Co.

THE STOCKHOLDERS of the Independent Farmers Elevator Co. of Sac City, Ia., have decided to increase the capital stock to \$40,000. It was recently decided to build a popcorn plant with a capacity of 20,000 to 40,000 bus. capacity and work has already been begun on the construction of the cribs; it is expected that a pop-corn elvtr. will also be built.

NOV. 12 IS THE DATE set for a hearing at Cincinnati of the request of the L. & N. Ry. for the cancellation of the present commodity rates on seeds, grass, clover and millet from Cincinnati, Louisville, Evansville, Cairo, St. Louis and Memphis to Nashville and Clarksville, Tenn. This is also the date for consideration of milling-in-transit arrangements to Knoxville on feedstuffs drawn from or thru Cincinnati and the product shipped via the L. & N. Ry. to stations on the Knoxville and Atlanta divisions and branches on the L. & N. south of Knoxville.

TOLEDO, O.—Alsike showed few changes this week. Up ten cents for the week. Most of the trade been in December. Receipts in Toledo are painfully light. Is our market too low compared with others? Are the latter getting it, or is it being stacked away at home? If true they have faith in better prices in the spring. Some think bulk of crop been marketed. Will it come here later? Been no new features developed lately. Bulls think it worth as much as red. Hasn't far to go to catch it, unless the former shows its heel again.—J. F. Zahn & Co.

WASHINGTON, D. C., Nov. 8.—The government crop report, issued today, gives the production this year of clover seed as 967,000 bus.; flaxseed, 9,450,000 bus.; kafir corn in 6 states, 123,343,000 bus.; beans in 6 states, 12,690,000 bus., and of broom corn in 5 states, 51,000 tons; compared with an average of 13,818,000 bus. of flaxseed for the years 1913-17, no average for the other seed crops being available for comparison. Yields per acre this season have been 1.6 bus. clover seed, 5.1 bus. flaxseed, 23.8 bus. kafir corn, 11.5 bus. beans and .19 tons broom corn; compared with a 10-year average of 1.8 bus. for clover seed, 8 bus. for flaxseed, 20.1 for kafir, 10.6 for beans, and .19 tons for broom corn. Expressed in percentages of a full crop the production in 1919, 1918 and 1917 respectively has been, field beans, grain, 73.9; 71.7; and 100.8; of field peas, grain, 69.4; 63.2; and 68.9; alfalfa seed, 80; 68.8; and 76.

THE MOST EXPENSIVE carload of seed ever brot to Madison, Wis., was received recently by the L. L. Olds Seed Co. It was a car containing 800 bus. of red clover seed and was worth about \$25,000.

IMPORTS OF SEEDS during October, 1919, were as follows: alfalfa, 1,092,700 lbs.; Canada blue grass, 25,200 lbs.; alsike, 1,337,400 lbs.; crimson clover, 478,000 lbs.; red clover, 510,400 lbs.; orchard grass, 317,300 lbs.; rape, none; English rye grass, 47,400 lbs.; Italian rye grass, 26,400 lbs.; timothy, none; hairy vetch, 26,300 lbs.; spring vetch, 4,300 lbs.; compared with imports of seeds during October, 1918: alfalfa, 54,700 lbs.; Canada blue grass, 7,800 lbs.; alsike, 1,293,400 lbs.; crimson clover, 66,000 lbs.; red clover, 200 lbs.; orchard grass, none; rape, 200 lbs.; English rye grass, 115,300 lbs.; Italian rye grass, 2,600 lbs.; timothy, 1,100 lbs.; hairy vetch, 20,300 lbs.; spring vetch, 21,400 lbs.

TOLEDO, O., Nov. 1.—October clover didn't go out like a lamb. A few shorts had waited until the end to cover. They had to pay for the privilege. Offers were light. Market was bid up to \$30.75, or \$1.00 over December. Receipts of clover increased this week. Good deal had to be recleaned to grade prime. Some couldn't make the grade. Biggest clover factors, the small 1919 crop and lack of carry-over. It means that liberal receipts of foreign seed will be needed to check advances. Been a good deal of profit taking on bulges and hedging sales against cash seed, but market has shown ability to withstand the pressure. New York reports imports for week 3,634 bags.—Southworth & Co.

CZECHOSLOVAKIA.—The Central Union of Bohemian Agricultural Societies, Prague is in the market for the following seeds: timothy, Kentucky bluegrass, orchard-grass, rye-grass, and other meadow and pasture grass seeds. The Union has red-clover seed for sale, according to a report of the American Trade Commissioner at Prague to the Department of Commerce. The Commissioner states that the business transactions of the Union, which comprises 2,084 cooperative agricultural societies, represented an annual turnover of \$304,500,000.

LANSING, MICH., Nov. 10.—Fall rains were later than usual, but beans, buckwheat and clover seed were fully developed and yields were above the average. Buckwheat 15 bu. per acre, compared with 10 bu. last year and a ten-year average of 14.6 bu., increased yield offsetting decreased acreage, so the total crop will be 780,000 bu., or the same as last year. Quality, excellent. The estimated yield of clover seed is 1.4 bu. per acre, compared with 1.5 last year and 1.6 for the past seven years. Acreage is relatively small—only 74,000 acres, which at the estimate will give a total of 103,600 bu. Many parts of the state will not produce enough for their requirements. The amount of seeds threshed as reported by threshermen, up to and including Oct. 28, 1919, is as follows: buckwheat, 6,214 acres, yield 86,148 bu., or 13.87 bu. per acre; timothy seed,

629 acres, yield 2,175 bu., or 3.14 bu. per acre; clover seed, 17,340 acres, yield 26,217 bus., or 1.51 bu. per acre.—Co-operative Crop Reporting Service of Michigan.

From the Seed Trade.

TOLEDO, O.—Extremely light offerings of clover seed. Scattered buying sent prices scooting. Two leading months touched \$30.85. February \$31.00, then eased off couple points. Lot of steam on but bulls say it's merited. Very little of the current receipts seem to be on sale. Need more to stabilize this market. It's erratic all the time.—J. F. Zahn & Co.

To Recover Export Freight Tax.

The following letter has been received by Frank H. Tanner, sec'y of the Ohio Millers State Ass'n from Rogers & Rogers, counsel for the Millers Nat'l Federation, and will undoubtedly be of interest to those dealing with the Grain Corporation.

It is my judgment that in cases where shippers prepay the freight and consequently the war tax thereon, without including the tax in the price, and did this either under protest or at the request of the Grain Corporation, and subsequently that corporation diverted the flour ordered "for export" into domestic trade, the shipper is entitled to be made whole and the Grain Corporation is responsible to the miller.

I also think that if the shipper is required by regulations and rulings of the authorities to prepay freight and consequently the tax, in the future that if this is done "under protest" and the flour is subsequently actually exported, the shipper is entitled to a refund. Of course if the shipper is compelled to prepay the freight and tax, he can protect himself by corresponding increase in price. I think, however, the safest and simplest way out of the trouble is for the shipper to sell F. O. B. at the mill, and not prepay even at the request of the Grain Corporation, the freight or tax.

Very sincerely yours,
FRANK F. REED.

The position of the Grain Corporation is stated in its letter to the Carr Milling Co., of Hamilton, O.:

It is true that the general understanding amongst the milling trade was that war tax was not assessable on our shipments when billed for export and that we carried that provision to this effect in our circular letter sent out with all shipping instructions. However, this information was merely given out for the convenience of the mills and was predicated on information we had received from the Treasury Department. We are in no way responsible for their rulings, nor can we interfere with the application of the tax on their part. As soon as we definitely determined war tax was to be assessed we advised all mills holding open contracts with us.

The treasury department takes the stand that due publicity was given the changes and that all concerned had sufficient opportunity to inform themselves. We regret to inform you that there is no way in which we can take care of the tax, and this expense will have to be borne by you. Yours very truly,

U. S. Grain Corporation, by W. A. Jackson,
Asst. Chief.

(Traffic Div.)

This subject was brought up at the meeting of the Millers National Federation. The attorneys of the Federation suggested that all shipments should be marked "For Export" and that all payments of war tax, should be made "Under protest, duress, and compulsion." This to protect the miller or shipper in making claim for refund in the future.

Mr. Tanner says that "in due time this collection will be declared unconstitutional, as contrary to the provision of the constitution prohibiting taxes on exports, just as was the case in 1898 when bills of lading and other documents were "export taxed." The tax was refunded about fourteen years afterwards, BUT THEY WERE REFUNDED. So we recommend that strict record be kept of amounts so paid, so that you may readily prove your claim.

The attorneys also suggested that all sales be made F.O.B. mill, thus throwing burden of war tax payment on the G. C. as it would have to pay freight, and consequent war tax. This might not work out, as G. C. buys only on delivered basis."

Seed Movement in October.

Receipts of grass seed to and from the principal markets during October, compared with October, 1919, were as follows:

FLAXSEED.		Shipments—	
Receipts—		1919.	1918.
1919.	1918.		
Winnipeg, bus.	351,000	363,000	
Minneapolis, bus.	570,190	915,260	
Duluth, bus.	313,522	1,090,506	142,010 164,650
Chicago, bus.	90,000	62,000	249,516 619,454
Milwaukee, lbs.	34,320	21,140	
Ft. William, bus.	222,290	215,138	1,320 102,687
			101,271
TIMOTHY.			
New York, bags	710		708
Toledo, bags	26,359	14,728	3,726 764
Chicago, bus.	6,124,000	5,175,000	3,142,000 2,674,000
Milwaukee, lbs.	21,436	341,388	676,328 459,494
CLOVER.			
New York, bags			331
Toledo, bags	6,240	5,532	785 691
Chicago, bus.	1,816,000	1,597,000	3,142,000 2,674,000
OTHER GRASS SEEDS.			
Chicago, bus.	2,432,000	5,187,000	1,083,000 567,000

Grain Carriers

GRAIN MEN are protesting against the fact that Chicago is under the permit system, while Decatur is not.

GUYMON, OKLA.—Every elvtr. in town has been blocked for the past 60 days because of the car shortage.—H. S. Wilson, mgr. Security Elvtr. Co.

A FINAL SETTLEMENT of the longshoremen's strike at New York was effected during the past week and no interruption to traffic is expected from that source.

INDIVIDUAL PERMITS, effective Nov. 5, are required to ship grain to St. Paul and Minneapolis except that which originates in North and South Dakota, Minnesota and Montana.

THE RECORD FOR CARRYING the largest quantity of wheat was again broken when the W. Grant Morden carried 503,153 bus. of wheat, worth \$1,150,000, to Port McNichol, Ont., recently.

THE PEAVEY STEAMSHIP Co. has surrendered its charter and corporate franchise and will discontinue doing business. The company was an auxiliary of F. H. Peavey & Co., Minneapolis.

MILWAUKEE, WIS.—The Wisconsin Transit Co. has been organized and is the second newly organized company to provide lake transportation. Several ships have already been purchased. The company is capitalized at \$300,000.

OF THE 100,000 FREIGHT CARS ordered by the U. S. R. R. Administration, only 19,000 remain to be built, according to a dispatch from Washington. From Oct. 18 to Oct. 25 an average of 193 new cars were placed in service each day.

WALKER D. HINES, director general of railroads, told Senator Cummins, chairman of the interstate commerce com'te on Nov. 4 that President Wilson will return the railroads to their owners on Jan. 1, whether or not Congress passes a comprehensive railroad bill.

A REQUEST that the milling in transit privilege at Nashville and Chattanooga and points between these cities be cancelled, has been filed by the Louisville & Nashville railroad. This would apply on grain drawn thru Cincinnati from points in central Kentucky. The date for the hearing has not been set.

THE PERMIT SYSTEM is CAUSING a great deal of dissatisfaction and delay—there is too much red tape about it. The railroads have been ordered to send all empty box cars to Kansas and the Southwest to move wheat, as there is a large amount still in shock and on the ground unthreshed which is rapidly spoiling. This will make cars very scarce as it will be several weeks before these cars can be returned. This will mean a serious delay to the movement of the corn crop and together with the coal strike and bad weather, makes the market situation more bullish.—W. H. Perrine & Co.

LEGISLATION to bridge the gap between the return of the railroads to private ownership about Jan. 1 and the enactment of laws which shall determine their future status has been decided upon tentatively by the senate interstate commerce com'te, and by Chairmen Cummins and Esch and Director General Hines.

A HINT of a probable concerted move toward a general advance in railroad rates was seen in a meeting of railroad executives in Chicago Nov. 5, which was attended by presidents of some of the leading lines. An impression gained currency that an increase in rates of 25 to 30% would be asked. A com'te to confer with Director General Hines, of which Howard Elliott, pres. of the Northern Pacific is chairman, was appointed.

THE ELEVATOR was filled to overflowing and as a result a quantity of grain was dumped on the ground at Flandreau, S. D., when Duncan & Perley found it impossible to procure cars in which to ship the grain. Wm. Duncan, of this firm, has filed a complaint with the state board of railway commissioners alleging that the Milwaukee railroad had four empty cars on the tracks at the time but that they were afterward taken to another town.

REVERSING its usual direction of shipment, wheat from the Dakotas now is flowing westward into Montana to meet a deficiency caused by short crops. In order to turn about the current grain, and to keep the rollers of the Royal Milling Co. of Great Falls in motion, it was necessary to secure a special decreased rate on westbound shipments of approximately 26 per cent, and the concession is expected to keep the mills in operation and to supply the local demand.

PRESIDENT JOSEPH E. RANDELL, of the National Rivers and Harbors congress, has issued a call for the fifteenth annual convention to be held in the New Willard hotel in Washington, Dec. 9, 10 and 11. Governors of the states, mayors and the heads of industrial, commercial and agricultural organizations are given authority to appoint delegates, who are expected to formulate plans for legislation to develop water transportation and to bring about co-operation between the railroads and water routes. Little time is to be taken up with formal addresses in the convention.

THE LONGSHOREMEN'S STRIKE still continues, all efforts to end the same having been unsuccessful to date. There is, however, a determined effort in progress on the part of steamship lines to release their steamers and once more make possible ocean transportation to and from this port. The demand for spot oats has slowed down in consequence, and further business for export has been impossible. When a settlement of the present difficulty has been accomplished we look for an increased demand from dealers, and a revival of export business in somewhat liberal volume. This should relieve the pressure caused by accumulations and restore premiums that existed prior to the labor trouble.—L. W. Forbell & Co.

TARIFFS carrying the new rates on grain in Omaha territory as brought about by the readjustment of rates which were thrown out of line June 24, 1918 by the 25 per cent advance, are now being received. The new rates are published, based on a flat 3-cent advance over the wheat rate as of June 24, 1918. At this time it has the effect of advancing the rates in the territory which took less than 12 cents to Omaha; where the rate originally was over 12 cents it has the effect of reducing the rate as published today. For instance, where the present rate is 36 cents, the new rate will be 33 cents. There is to be no change in the present proportional rates applying between the different terminal markets. The new rates take effect Dec. 1, 1919.

THE SOUTH DAKOTA GRAIN Co., of Sioux City, Ia., formerly of Parkston, S. D., was given a verdict for a portion of the loss in the suit against the C. M. & S. P. Ry. by a jury at Sioux Falls, S. D. The company loaded a car with grain and before it was moved by the railroad company, it burned. The C. M. & S. P. Co. claims that it had not taken the car into custody, therefore it was not responsible. The South Dakota Grain Co. writes: "This case has not been definitely settled. The jury gave us a verdict for a portion of the loss; however, we are not satisfied with this, as there was nothing brot out in the evidence which would show that we were not entitled to full judgment. Our attorney has brot a motion to the court to grant us full judgment."

THE TRANSIT PRIVILEGE for reshipping grain, at Meridian, Miss., has been extended. Under the present arrangement Texas grain consigned to Meridian and subsequently reshipped to the southeast would be subject to the local rate to the river crossing, the rate from the river crossing to Meridian and rate from Meridian to final destination. Amended provisions of the tariff will permit consignment of grain originating in Texas and a subsequent reshipment to southeastern destinations on the basis of Memphis. Vicksburg on New Orleans combinations, which ever may be lower. This enables Meridian dealers to cover the southeast at the same rate that would have applied had shipment moved directly from Texas to final destination. This puts Meridian on a parity with Memphis.

THE BELGIAN GOVERNMENT has purchased from 5,000 to 6,000 tons of malting barley in America and as a result the traders feel unfriendly toward this competition. The price paid was 72 francs per quintal or approximately \$3.02 per bushel. The barley is to be used for yeast making and this step is being taken by the government in order to keep down the price of bread.

THE UNITED STATES GRAIN CORPORATION has issued a poster in colors contrasting the effects of carelessness and of cleanliness in causing or in preventing dust explosions. Dust-free mills and elevators are declared to be explosion proof. The poster is one to be used in a campaign for prevention of dust explosions. Copies may be obtained from the bureau of Chemistry, Department of Agriculture, Washington.

CORN
OATS
WHEAT

GRIFFIN SERVICE

NOW

BACHE SERVICE

CONSIGNMENTS

SALES TO ARRIVE

USE IT

J. S. BACHE & CO.

GRAIN COMMISSION

R. G. FREYMARK
E. A. PRAEGER

CHICAGO, ILL.

BARLEY
RYE
SEEDS

Supreme Court Decisions

Unauthorized Sale of Property Held on Margin.—Where stockbrokers illegally sell stock carried for a customer on a margin without notice, they are liable for the highest price of the stock between the conversion and the trial. —In re Berberich's Estate. Supreme Court of Pennsylvania. 107 Atl. 813.

Del Credere Agent.—A "del credere agent" is one who, in consideration of an additional payment, engages to become surety to his principal for not only the solvency of the debtor but for the punctual discharge of the debt, and who is virtually a guarantor of the primary debt of the purchaser.—Commonwealth v. Thorne, Neale & Co. Supreme Court of Pennsylvania. 107 Atl. 814.

Waiver of Limitation of Liability.—The design of the Carmack Amendment (U. S. Comp. St. §§ 8604a, 8604aa) was to avoid all possibility of discrimination by the carrier in dealing with shippers, and hence a carrier cannot waive a contract provision requiring all claims for damage or delay to be made in writing within four months after delivery, as to do so would open the board to preferences and to discriminations between shippers.—Fay v. C., R. I. & P. Ry. Co. Supreme Court of Iowa. 173 N. W. 69.

Sale by Sample.—Where goods are sold by sample, there is an implied warranty that the goods to be delivered will at least in quality be equal to the sample. Where a purchaser of goods receives articles sold with a warranty, either express or implied, as to their quality, and the goods received are of inferior quality, unless they are wholly worthless, he should notify the vendor or return or offer to return them.—American Mfg. Co. v. A. H. McLeod & Co. Supreme Court of Florida. 82 South. 802.

War Time Charter.—Where the port of Rotterdam was a safe port, held that, though a state of war between Germany and England existed, the owner of a British vessel under charter to an American firm was not warranted in refusing to allow the vessel to proceed to Rotterdam, and where his refusal lost the charter a chance at the Rotterdam cargo, the charterer was entitled to deduct from the charter hire for the delay of the vessel occasioned by the unwarranted refusal.—The Isle of Mull. U. S. District Court, Maryland. 257 Fed. 798.

Breach of Warranty of Seeds.—If the buyer of seeds made a contract with the seller for himself and other plaintiffs jointly, such other plaintiffs may join with him in an action for breach of warranty, though the seller was ignorant of any interest they had in the contract, otherwise if the buyer bought for himself only, with the expectation to resell to the other plaintiffs. A sale of seeds, accomplished by an unequivocal offer to sell, which was accepted by the buyer, carried with it an implied warranty that the seeds to be delivered were the kind offered and were not to be mixed with any other kind.—Winter-Loeb Grocery Co. v. Boykin. Supreme Court of Alabama. 82 South 437.

Free Switching not Rebating.—In a lease of land by a railroad company to a smelting company as site for a plant, reserving to lessor all tracks thereon, a provision by which lessor agreed to furnish material and lay all further tracks required by lessee, "and do all switching of its cars within its premises necessary in placing the same for loading and unloading freight or material therefor free of charge to said smelting company," held not to limit such free switching service to that of cars for actual load hauls from or to the plant, especially in view of a contrary practical construction by the parties during 30 years. A provision in a lease of land by an interstate railroad company for a smelter plant site, by which in consideration of the rental, etc., it agreed to do intra-plant switching of cars, wholly disconnected from their transportation over its road, free of charge, held not invalid as a device to cover the giving of rebates.—Am. Smelting & Ref. Co. v. Union Pac. R. Co. U. S. Circuit Court of Appeals. 256 Fed. 737.

Liability for Delay under Federal Control.—Under the joint resolution of Congress of July 16, 1918, authorizing the President to take over telephone and telegraph systems, a suit for damages was maintainable against a telegraph and cable company for delay in delivering a cable while the company was under federal control; it being proper that plaintiff be allowed to establish his liability against the company despite federal control.—C. F. Witherspoon & Sons v. Postal Tel. & Cable Co. U. S. District Court, Louisiana. 257 Fed. 758.

Fictitious Bs/L.—Where drawer in transferring drafts to payee bank assigned Bs/L purporting to be issued to drawer, bank, in forwarding drafts, with attached Bs/L to drawee, was not a guarantor of signatures attached to Bs/L. Drawee, seeking to recover from payee amount paid on drafts before discovery that attached Bs/L were fictitious, has burden of proving that payee, in forwarding drafts with forged Bs/L attached, was so negligent in not detecting forgery as to make it responsible for drawee's loss.—Howe Grain & Mercantile Co. v. Crouch Grain Co. Court of Civil Appeals of Texas. 211 S. W. 946.

Measure of Damages for Failure to Deliver Wheat.—In arriving at the amount of damages suffered by the buyers of wheat from the sellers' failure to deliver, the court properly considered the difference between the price agreed to be paid by the buyers and the market price, which might be taken as the value of the same wheat in the contemplated port of delivery during the month when delivery was called for; the excess of the value of the wheat to the buyers during such time over what would have been due to the sellers as the price being the detriment, under Civ. Code, § 3308, caused to the buyers by the sellers' breach.—Meyer v. Sullivan. District Court of Appeal, California. 181 Pac. 850.

Powers of Federal Trade Commission.—Act Sept. 26, 1914, § 5 (Comp. St. § 8336e), giving the Federal Trade Commission power to investigate unfair methods of competition, does not contemplate the prohibition of unfair methods of competition between individuals, there being no authority given to individuals to present grievances, hence where defendants, who engaged in selling ties and bagging for cotton bales, refused to sell to persons with whom they had had previous unsatisfactory relations, and refused to sell ties without bagging when there was fear that, owing to the scarcity of ties and the prospect of large crops, the marketing of the cotton crop might be endangered by creating corners in ties, the commission is not authorized to make any order prohibiting such sales. The unfair methods contemplated by the act are such as affect the public generally.—Federal Trade Commission v. Gratz. U. S. Circuit Court of Appeals. 258 Fed. 314.

Carrier Liable until Documents are Turned Over.—In an action for cotton destroyed by fire after delivery to an independent compress company, with which consignee had made arrangements to receive the goods from the railway company, and where it is shown that the customary way of making delivery was for the railway company to unload the cotton at the compress, to receive from the compress company cotton tickets identifying each bale by weight, number, etc., and to take said tickets to plaintiff's agent, who, upon surrender of the tickets, would pay the freight charges and surrender the B/L for said cotton to the railway company, and where it is shown that the consignments of cotton in controversy were promptly unloaded by the railway company, the compress tickets delivered to the railway company on the same day, and plaintiff's agent had been advised by the railway company that the cotton had been unloaded and that the company had the tickets, and upon his request the agent of the railway company promised to bring the tickets to the bank and turn them over to plaintiff's agent, but neglected to do so, held, since the railway company retained the tickets for its own convenience and benefit, and that since the plaintiff could not secure the cotton, as a matter of right, without the tickets which represented the actual cotton, the railway company had not made delivery of the cotton in the manner usual at that place, and delivery not having been completed at the time of the fire, the relation of carrier and shipper still existed, and the railway company was liable to the plaintiff, as insurer, for the loss of said cotton.—W. F. & N-W. Ry. Co. v. J. J. Brown Co. Supreme Court of Oklahoma. 183 Pac. 889.

Can Liability Be Waived by Contract?

This case is presented to the Arbitration Committee of the Texas Grain Dealers Assn. for adjustment by Childress Grain & Elevator Co. for \$101.25 against Hill & Webb for alleged loss sustained resulting from the purchase by plaintiff of a car of Texas red rust proof seed oats on October 22nd, 1918, at 98½¢ per bushel, on which purchase the defendant shipped L&NE car 5763 to Temple, Tex., on arrival of which the plaintiff in the case notified the defendant that the oats were full of Johnson grass, and asked for disposition.

The defendant in the case declined to accept the oats, but later re-bought from the Childress Grain & Elevator Co. this car of oats at 93½¢, and ordered it diverted to San Angelo, Tex., agreeing to arbitrate the difference between the original sale price and the repurchase price.

The point in controversy in this case is whether or not seed oats may contain Johnson grass, and be applied on the contract for the purchase of seed oats, the defendant claiming that the oats were sold as Texas red rust proof seed oats, with no Johnson grass, so far as he knew, but not guaranteeing same, and this stipulation was contained in the confirmation of the defendant.

The plaintiff contends that it bought a car of good, heavy red rust proof seed oats, and that this quality of oats shipped by defendant are not suitable for seed purposes.

The evidence is sufficient to show that the oats contained Johnson grass seed, and this fact is admitted by the defendant.

The Com'te is of the opinion that a sale and purchase made under the conditions above stated, that the car of oats shipped to apply on a contract containing Johnson grass seed would not be applicable on such a contract, as the statement of the defendant to the effect that there were good oats, and did not contain Johnson grass seed so far as he knew was a recommendation that the oats were suitable for seed, and was equal to an implied guarantee to this effect. Therefore we find for the plaintiff the amount claimed, the same being the difference in price as above stated, according to the agreement of both parties, and the defendant is hereby ordered to promptly pay to H. B. Dorsey, Secretary at Fort Worth, Texas, \$101.25, the amount of this award, and the Secretary is instructed to return the Childress Grain & Elevator Co. their deposit fee in this case.

A. P. Hughston.
L. P. McMurtry,
W. W. Early.
Arbitration Com'te.

Appeal to Executive Com'te.

This is a case in which the defendants appeal from the decision of the Arbitration Com'te. The Executive Com'te sustains the award of the Com'te, but dissents from the reasoning of the Arbitration Com'te.

It is very clear to this Com'te that it was the intent of the Childress Grain & Elevator Co. to purchase oats suitable for seed. It is equally as clear that it was the intention of Hill & Webb to sell oats that were suitable for seed, and that, admittedly, having exercised care to see that they separated their Johnson grass oats from oats having no Johnson grass and that they thought there was no Johnson grass in them. The evidence introduced by the defendants, Hill & Webb, by their own employe is to the effect that they were careful to put oats having Johnson grass in their elevator, and oats having no Johnson grass in their warehouse, and it was these oats from the warehouse which they claimed to have exercised care in separating that they intend to sell to the plaintiff. The qualifying statement of Hill & Webb that they did not guarantee that the oats would contain no Johnson grass is taken by this committee to mean that they, Hill & Webb, disclaimed any liability for loss, damage or claim arising out of the use of such seed for planting purposes. It can not be conceded by this Com'te that Hill & Webb were absolved from due diligence to deliver oats free from Johnson grass seed while representing that they did not think they had Johnson grass seed, and charging a large premium therefor.

The evidence shows that at destination the Johnson grass seed was very easily detected. It is therefore conclusive that Hill & Webb had not exercised the degree of care in selecting oats that were free from Johnson grass, and that having charged a premium, it appears, for the oats, which said degree of care demanded, it appears to this Com'te that they are now estopped from denying their liability to the plaintiff for the difference in value of Johnson grass oats and oats free from Johnson grass. The award is therefore based on the agreed difference of 5½¢ per bushel on the invoice weight of 1,750 bushels, plus \$5.00 for transferring the car to obtain transit privilege, or \$101.25, which amount Hill & Webb are hereby ordered to promptly pay to H. B. Dorsey, Sec'y, and the Secretary is ordered to return the deposit fee of Childress Grain & Elevator Co.

W. M. Priddy, President.

Two Members of Com'te Dissent.

The undersigned members of the Executive Com'te respectfully dissent from the opinion of

the majority of the Com'te. The evidence shows that this contract was made over the telephone, and that Mr. Hill of the appellant, Hill & Webb, specifically stated that they were good oats, and good enough for seed, and he didn't think that they had any Johnson grass seed in them, but that he would not guarantee them to be free of Johnson grass, and he confirmed accordingly, and no objection was made to his confirmation by the buyer.

In dissenting from this opinion, we merely desire to call attention to the fact that under the circumstances it occurs to us a very dangerous precedent. Our understanding is that the law provides that you can not require a person to perform a service that he has specifically stated he would not perform, and our opinion is that when Hill & Webb specifically stated that they would not guarantee the oats sold to be free from Johnson grass seed, that they placed the buyer, the Childress Grain & Elevator Co. on notice that the oats might contain Johnson grass, and we are further of the opinion that with this notice over the telephone, and confirmed in writing, that the Childress Grain & Elevator Co. bought the oats at their own hazard, and they alone are liable for any damage occasioned on account of that oats containing Johnson grass seed. We are of the opinion that even if the Childress Grain & Elevator Co. did pay a slight price over feed oats, that they were willing to take the chance, and that Hill & Webb by stating plainly they would not guarantee the oats to be free of Johnson grass, over the phone, and as confirmed in writing, protected themselves from any damage, on account of Johnson grass.

We are of the opinion that when a seller is frank and free enough to make a statement as the evidence shows Hill & Webb did in this case, that he would not guarantee the oats to be free of Johnson grass, and so stated in his confirmation, that Childress had due and ample notice that the oats might contain Johnson grass seed, and we are of the opinion that Childress was willing to take the chance and should stand any loss on account of any Johnson grass seed that might be in the oats. We are of the opinion that the Arbitration, as well as the majority of the Executive Com'te have done great violence to the right of contract, and we believe this is a very dangerous precedent to establish.

L. G. Belew,
H. B. Dorsey.

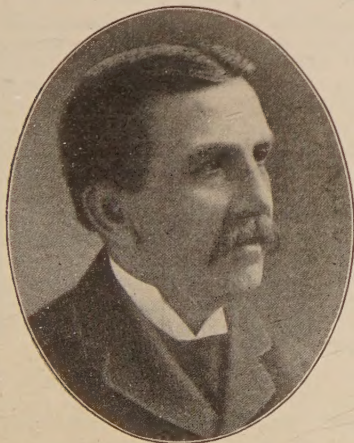
THE GOVERNMENT OF SWEDEN has fixed the price of wheat at \$2.75 per bu. and rye at \$2.50. These prices will be effective for Swedish grain purchased by the ass'n of mills which controls the grain supply there for grain imported by this ass'n and for grain transferred to the government.

T. A. Grier Still in the Ring.

The name of Grier is one of the best known identified with the Peoria Board of Trade and T. A. Grier will be remembered by grain dealers who have attended conventions at that city as one of their gracious hosts.

After a number of changes in the personnel of his working force Mr. Grier has now associated himself with M. F. Murphy of the Murphy Grain Co., Springfield, the business of both firms being consolidated as the Murphy-Grier Co., with offices in both cities, and as correspondents of the Armour Grain Co.

A general grain business will be conducted. J. W. Bryan, of Peoria, manager there for the Murphy Company, and A. F. Rhodes, with the same company at Springfield, will remain with the new company.



T. A. Grier, Peoria, Ill.

Contracts Sustained by Arbitrators.

At the recent meeting of the Grain Dealers National Ass'n at St. Louis the appeal fee was increased, and from the simple questions presented in the following three recent decisions by Arbitration Com'te No. 3, composed of S. L. Rice, Frank A. Coles and Thos. C. Craft, Jr., it seems that the fee for arbitration could well be increased to discourage resort to arbitration when the plain terms of the contract unquestionably require defendant to pay.

The O. C. Shepard Co., of Medina, O., plaintiff, made claim against Farmers Elevator & Produce Co., of Bad Axe, Mich.

Cancellation Not Authorized by Carrier's Delay.—This controversy arises over the sale of one hundred bushels of seed wheat, duly made and shipped in contract time, but the shipment was delayed in transit and arrived Oct. 4, 1918. Defendants refused to accept it and the railroad held the same until Feb. 10, 1919, when defendants sold the wheat for \$2 a bushel, delivered Bad Axe, Mich.

From the evidence submitted there could be no doubt that the plaintiffs fulfilled every item of the contract with the defendants, that the defendants were not within their rights in cancelling the goods after they had been shipped within contract time and that any loss arising in the mishandling of the goods or demurrage, storage charges, etc., ought properly to be borne by the defendants.

The point which the defendants raise about the wheat being shipped on an order B/L is not pertinent to the question. It might have some bearing if the wheat had never been delivered by the railroad company, but certainly the delay in handling the goods after they had been delivered to the railroad company and receipted for by the railroad company is strictly a matter between the defendants and the railroad company.

We order the defendants to pay the amount, \$110.26 with interest to date and the cost of arbitration.

The Albert H. Buehrle Co., of Youngstown, O., plaintiff, made claim against the Hecker-Holloway Co., Monroeville, O.

Shipper Liable for Error in Billing.—This dispute arises over car service accruing on a car of standard middlings, purchased by plaintiffs from defendants, in December, 1917. The plaintiffs furnished shipping instructions to bill car of Little Valley, N. Y. Thru defendants' error the car was billed to Youngstown, O., notifying defendants, and for this reason car stood on track several days and demurrage charges accrued to the amount of \$50.00, plus \$1.50 war tax.

The defendants' claim that when this car of middlings was sold the demurrage charges were taken into account is not borne out by the facts. There is nothing in the evidence submitted that would show this and the defendants admit that they have nothing in writing to show it.

We, therefore, order the defendants to pay plaintiffs the amount of this claim, \$51.50 and the cost of arbitration.

The National Brokerage Co., Memphis, Tenn., plaintiff, made claim against Dan Joseph Co., Columbus, Ga.

Brokerage Accrues on Confirmation.—This case centers around the sale of several hundred tons of velvet bean meal, made by the National Brokerage Co., as brokers, for the Dan Joseph Co. Bona fide sales were made in every case and the contracts accepted both by buyer and seller. The evidence shows a portion of this meal was never shipped, and it is the brokerage charges on the sale of that portion of the meal which was not shipped that is causing this controversy. Confirmations of each sale of the National Brokerage Co. carries the following notation:

"It is understood that we are acting as brokers in this transaction. We assume no responsibility whatsoever as to the final delivery of goods called for herein. When confirmations are exchanged and accepted by buyer and seller our commissions are earned."

The evidence also shows the reason contracts were not completed was because defendant defaulted on that portion of the contract which causes this controversy. As confirmations were exchanged and accepted by the buyer and seller commissions were earned and should be paid. Therefore, we find for the plaintiffs and instruct the defendants to pay the amount of the claim, \$157.50 with interest and cost of arbitration.

THE ROUMANIAN WHEAT CROP, according to official data prepared by the dept. of Statistics at Bucharest, is good. The average yield is approximately 18.13 bu. per acre and the acreage is 2,964,000 acres, about 60½% of the entire surface devoted to wheat in normal times. After deducting from the total yield, about 40,000 carloads necessary for the next autumn sowing and about 60,000 carloads that will be used for feeding the population it is probable that about 50,000 carloads will be available for export.

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Grain Dealers Journal CHICAGO, ILL.

has 6,000 readers who would like to know. Tell them thru a "For Sale & Want" Ad. Costs 25 cents per type line.

Patents Granted

1,320,297. Grain-Door. Brees Van Strait, Buffalo, N. Y. This device consists of a flexible door, substantially v-shaped, tracks against which the outer face of the door lies, flange guides overlapping the door on the rear face thereof and hoisting means for the door. The v-shaped guides are disposed with that edge opposite the crotch in contact with the door to reduce to a minimum the friction attendant on hoisting the door.

1,319,422. Corn-Drier. John A. Scharf, Richwood, O. This is a device for holding ear corn for drying. It is composed of a body portion including a pair of sections of wire bent together to form loops and attaching elements carried by the body portion at spaced points, each attaching element embodying pairs of prongs, each pair of prongs being formed from a single portion of wire; this portion is bent about one of these sections of wire and then about both sections.

1,320,164. Appliance for Sealing Car Doors. Andrew W. Morrison, St. Louis, Mo. A runner on the roof of the car, an abutment adjacent to this runner, a flexible door fastener retaining member extending on to this runner and movable therefrom into engagement with the abutment, are combined with a pull member connected to this fastener retaining member whereby it may be moved into engagement with the abutment. This pull member is adapted to be secured by a holding device.

1,319,109. Conveyor-belt Drive. Chas. Piez, Chicago, Ill., assignor to Link Belt Co., Chicago. This is a combination with a flat, smooth, continuous flexible working belt, of a substantially cylindrical smooth fractional driving pulley about which the belt travels, and a means adapted to engage the outer surface of the working belt about approximately half of the circumference of the driving pulley to increase the fractional resistance between the driving pulley and the working belt independent of the tension in the belt.

1,316,385. Process and Apparatus for Drying Materials. Anton Huhn, Minneapolis, Minn. This process of drying materials containing moisture, consists in feeding this material into, thru and out of a closed chamber in a continuous stream, controlling this stream so that the material itself will act so as to exclude unregulated admission of the air into the chamber with the material, heating the material, as it passes thru the chamber, to a temperature sufficient to drive the desired amount of moisture therefrom by causing the particles to be in contact against the heating means within the chamber, and withdrawing air and vapor from the atmosphere surrounding the particles at a sufficiently rapid rate to produce a partial vacuum within the chamber.

1,319,925. Screening Machine. Joseph A. Coyle and Charles H. Roth, Minneapolis, Minn. The screening machine is a combination of a main frame, an upper sieve-equipped frame attached to the upper ends of the rocker arms, a lower sieve-equipped frame attached to the lower end of the rocker arms, a driven shaft, a connecting rod secured to every sieve-equipped frame, oppositely disposed cranks independently securing each connecting rod to the driven shaft and a means for independently varying the operative lengths of the connecting rods, whereby the lifting movement of the two sieves may be varied at will. The direction of travel of the materials on said sieves may also be changed at will.

1,320,377. Process of Unloading Grain Cars. Thomas Budd, Chicago, Ill., assignor of one-half to Link Belt Co., Chicago, and one-half to James Stewart & Co., Inc., New York, N. Y. This is a process of unloading cars which consists in moving them successively into a rapid unloading zone, there bodily tilting them to spill their contents, then returning each unloaded car successively backward in the same general direction from which it came and meantime any car of the series which cannot be rapidly unloaded, forwardly thru the tilting zone, unloading it by hand at a point immediately adjacent such zone and returning it back thru the tilting zone, making it a part of the series of rapidly moving unloaded cars.

Insurance Notes.

FIGURES do not lie; but require correct analysis. Records show that more country grain elevators burn at night, but closer study reveals that many of the daylight fires were put out with the water bucket or chemical extinguisher.

ROAD TAR can be washed off the fenders of the automobile with the greatest ease by using the carbon tetrachloride liquid in the "Queen" or "Pyrene" fire extinguishers. When equipping with extinguishers buy one extra for this purpose as the liquid can be conveniently squirted on the machine by using the extinguisher. Don't fail to have enough liquid on hand to refill the extinguishers.

4 Reasons.

According to a warning recently issued by the U. S. Grain Corporation there are 4 pungent reasons why you should keep your elevator clean and free of dust, viz.: loss of life, loss of property, loss of food and loss of job.

Those who wish to avoid losing any of the above will: Never smoke in or near the mill or elevator.

Never strike a match anywhere on the premises.

Never use open flames, torches, candles, lanterns, or unprotected light bulbs in dusty air or when examining bins or elevator legs.

Never let dust accumulate on beams, machines, pulleys, or floors.

Grain Claims Unfairly Heldup.

A claim filed by Davis Bros. & Stevenson of LaRose, Ill., against the Chicago & Alton Railroad more than a year ago shows not only the demoralization of traffic under government ownership of railroads, but also the injustice of the freight claim department of that road. On Nov. 7th of last year this firm loaded a car with new corn, which was billed and accepted by the railroad. It should have left on a train the next day, but instead was passed up by four successive trains, any one of which could easily have handled the car. As a result of this negligence and disregard of duty the corn arrived at destination four days late, and being new corn went off grade causing a loss of five cents a bushel. After the car was passed up the first time, the agent was notified that the corn was new and liable to get out of condition, in fact the bill of lading which he signed stated it was new corn. But all without avail. What was worse the freight claim department refused the payment of the loss contending that they did the best they could under the circumstances.

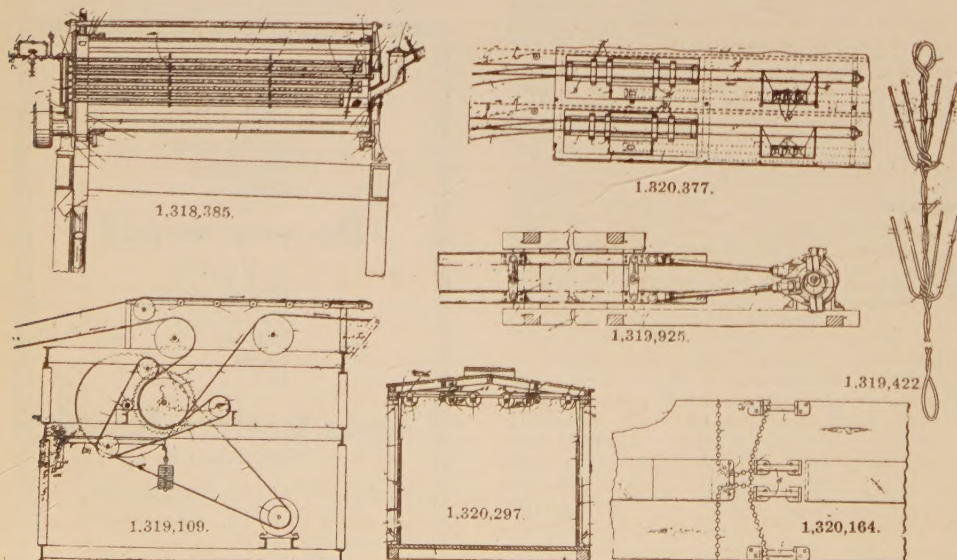
The freight claim department of the Lake Erie & Western R. R. has taken an unjust attitude on certain of its claims, for example one filed by the Farmers Elevator Co. of Gibson City, Ill. The claim was for approximately fifty dollars due for loss of grain in transit. On inspection at the yards before arriving at the unloading track at Indianapolis, the car inspector wrote upon the condition blank "Leaky Side." The car condition blank at the elevator track showed only a leak "at the grain door." The chief freight claim agent of that road, G. E. Harley, through his assistant RJM/JY whoever that may be contended that the first inspector must have meant by "the leaky side," a leak at the grain door and absolutely refused to pay over 50% of the amount of the claim. It is impossible for us to understand how any claim agent who wants to be fair can interpret a statement on a condition blank involving clear liability through a leak at the side, as a leak at some other point about which there is a dispute concerning liability.

The Farmers Elevator Co. of Pierson, Ia., almost two years ago filed a claim with the Chicago & Northwestern Railroad for loss of grain in transit. As yet after continued investigations by assistants in the freight claim department, it has not been paid. The claim was recently taken to the head of the department, who admitted that as yet there had been no investigation whatever of the one fact upon which liability rested, namely whether the car arrived without a seal on one side. To think that after two years of fooling around with a claim, the one point upon which any liability rested at all had not been investigated. Is this fair? Is it just?

While similar examples may be given, it is only fair to say that these conditions do not exist in all claim departments.

The Illinois Central R.R. through its grain claim clerk, Mr. Wolf, deserves commendation at least for his promptness and despatch in handling claims. He stays close to Order 57A and refuses all clear record claims and all leaks solely at grain doors. The others which are just are paid as a rule and paid promptly. If they are not, you at least are not strung along for a year or so without any decision whatever. But Mr. Wolf recently made a very serious error either knowingly or unknowingly. It is described in the article on grain claims written by Owen L. Coon in another part of the Journal. It shows that shippers must be on the look-out continually for erroneous statements of claim departments.

From time to time whenever other roads are guilty of laxness, mistakes, or unfairness, we hope to point them out in order that there may be some kind of an accounting of claim department officials to the grain shippers.



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